



# City of Austin

301 W. Second Street  
Austin, TX

## Agenda

### Questions and Answers Report

*Mayor Steve Adler*

*Mayor Pro Tem Kathie Tovo, District 9*

*Council Member Ora Houston, District 1*

*Council Member Delia Garz, District 2*

*Council Member Sabino "Pio" Renteria, District 3*

*Council Member Gregorio Casar, District 4*

*Council Member Ann Kitchen, District 5*

*Council Member Jimmy Flannigan, District 6*

*Council Member Leslie Pool, District 7*

*Council Member Ellen Troxclair, District 8*

*Council Member Alison Alter, District 10*

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Thursday, June 28, 2018

Austin City Hall

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The City Council Questions and Answers Report was derived from a need to provide City Council Members an opportunity to solicit clarifying information from City Departments as it relates to requests for council action. After a City Council Regular Meeting agenda has been published, Council Members will have the opportunity to ask questions of departments via the City Manager's Agenda Office. This process continues until 5:00 p.m. the Tuesday before the Council meeting. The final report is distributed at noon to City Council the Wednesday before the council meeting.

#### QUESTIONS FROM COUNCIL

5. Agenda Item #5: Approve an ordinance amending City Code Chapter 13-1 relating to off-airport rental car business at Austin-Bergstrom International Airport.

#### QUESTION:

What necessitates the changes to sections A and B of Part 1?

#### COUNCIL MEMBER ALTER'S OFFICE

#### ANSWER:

The change to Part 1, Section A, allows the director to determine and assess rates and charges to off-airport rental car operators which are consistent with those set for rental car operators operating on-airport. This modification allows the Aviation Department to maintain consistent rates and charges for all rental car operators as required under the terms of the Rental Car Special Facility Revenue Bonds, Taxable Series 2013, which financed the construction and operation of the airport's Consolidated Rental Car Facility.

The additional language to Part 1, Section B, gives the Aviation Department the ability to request financial and operating information, as determined by the director, in order to ensure compliance with both the financial and operational requirements set forth in agreements to be executed with

off-airport rental car operators. This additional language provides the director authority to request additional information consistent with financial and operating information required by on-airport rental car operators.

The changes to Part 1, Sections A and B, provide financial and operational consistency for both on-airport and off-airport rental car operators doing business at the airport.

7. Agenda Item ##7: Authorize award and execution of a construction contract with Facilities Rehabilitation, Inc. (MBE), for Citywide - Stormwater Infrastructure Improvement Projects - Closed Systems Indefinite Delivery/Indefinite Quantity contract in the amount of \$2,000,000 for an initial 1-year term, with three 1-year extension options of \$2,000,000 for a total contract amount not to exceed \$8,000,000.

QUESTION:

What is the criteria to determine when stormwater infrastructure improvements are required?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The primary criteria for prioritizing drainage infrastructure projects is flood risk. The areas of the City that have the highest flood risk are prioritized the highest for flood risk reduction projects. Our initial estimate of flood risk is determined by analyzing data that includes engineering models and drainage complaint calls. We refine the estimate of flood risk through the preliminary engineering process.

QUESTION:

Can you provide a list of the stormwater infrastructure improvement projects anticipated at this time?

COUNCIL MEMBER KITCHEN'S OFFICE

ANSWER:

This four year IDIQ Contract will focus on storm drain improvement projects where we have inadequate or failing infrastructure and our residents are at risk of flooding.

WPD has several projects which will be assigned off of this IDIQ contract. Other projects will be identified and designed in-house as time progresses. Examples of the identified projects are the January Drive Storm Drain Improvement Project and the Broadmoor Drive Storm Drain Improvement Project.

QUESTION:

Can you provide a list of stormwater infrastructure improvement projects that will be addressed if the contract is approved? We would like to see what priority items are listed.

COUNCIL MEMBER RENTERIA'S OFFICE

ANSWER:

Please see attached a short list of projects that are being designed in house that could potentially be used by the proposed contract for Council approval. Staff has summarized the information below that includes three projects that are targeted specifically for this contract work:

	Project ID	Location
1.	20004	Canterbury Street Storm Drain Repair (District 3)
2.	20007	Brassiewood Drive Storm Drain Improvements (District 2)
3.	20014	11509 January Drive Storm Drain Improvements (District 1)

However, any of the projects shaded light brown or darker brown in the attached list that are in design could be constructed utilizing this contract.

With this contract, the Watershed Protection Department (WPD) is responding to the Flood Mitigation Task Force's recommendation to have more vehicles to delivery projects in addition to our standard CIP program. To date, the WPD is also utilizing an existing Austin Water IDIQ Contract (Wilson Powell Project underway in District 3), negotiating and executing more Public-Private partnerships and Community Facility Agreements, as well as constructing more of these projects with in house forces.

8. Agenda Item #8: Authorize award and execution of a construction contract with Insituform Technologies, LLC, for the In-Situ Wastewater Line Renewal Program (2018-2020) Indefinite Delivery/Indefinite Quantity contract in the amount of \$900,000 for an initial 1-year term, with two 1-year extension options of \$900,000, for a total contract amount not to exceed \$2,700,000.

QUESTION: Can you provide a list of the projects within the wastewater line renewal program anticipated at this time?

COUNCIL MEMBER KITCHEN'S OFFICE

ANSWER:

Austin Water expects using cured in place pipe (CIPP) trenchless rehabilitation method through the proposed Indefinite Delivery/Indefinite Quantity (IDIQ) contract at the following locations to restore existing wastewater lines.

Approximate Location	Estimated Length (feet)
3400 KERBEY LN	484
OAKMONT & 34TH	539
4200 SHOAL WOOD AVE	325
4200 SHOAL CREEK BLVD	152
1505 W 40TH ST	278
1601 W 39th 1/2 ST	208
3901 SHOAL CREEK BLVD	200
810 E 9TH ST	353
300 RADAM LN	533
1507 W 13TH ST	407
1505 W 12TH ST	329
9106 ROCKCREST CIR	371
9100 ROCKCREST CIR	445
2313 RIO GRANDE ST	428
6208 KASPER ST	216
6209 KASPER ST	195

6110 KASPER ST 496  
 LANGHAM ST 837  
 CADDIT ST 311  
 1905 TILLERY ST 165  
 1904 PERSHING DR 304  
 509 E FAWN RIDGE DR 304  
 9022 CAPITOL DR 252  
 5310 MEDFORD DR 577  
 5214 MEDFORD DR 173  
 5909 REICHER DR 228  
 6107 REICHER DR 131  
 6108 REICHER DR 46  
 6111 REICHER DR 285  
 6200 REICHER DR 280  
 6603 ASHLAND DR 550  
 6500 ASHLAND DR 160  
 2505 LOYOLA LN 275  
 2604 LOYOLA LN 302  
 2700 LOYOLA LN 125  
 2702 LOYOLA LN 144  
 7215 INSPIRATION DR 279  
 7207 GUNNISON PASS 296  
 8105 LAZY LN 1044  
 8017 TISDALE DR 320  
 8017 GAULT DR 153  
 8512 SILVER RIDGE DR 604  
 8613 SILVER RIDGE DR 296  
 2801 1/2 N MOPAC EXPY 269  
 1724 COLONY CREEK DR 322  
 1718 COLONY CREEK DR 127  
 1610 COLONY CREEK DR 601  
 3300 LOYOLA LN 296  
 3500 LOYOLA LN 292  
 801 RED RIVER ST 516  
 705 RED RIVER ST 357  
 FISKVILLE CEMETERY RD 790  
 1505 W KOENIG 272  
 1503 ULLRICH AVE 186  
 5708 JOE SAYERS AVE 324  
 5612 JOE SAYERS AVE 530  
 5601 JOE SAYERS AVE 573  
 5501 JOE SAYERS AVE 30  
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18. Agenda Item #18: Approve award of a Local Business Marketing Grant by Visit Austin to LookThinkMake, LLC, or to one of the other qualified offerors, to market and promote local Austin businesses to tourists, for a term ending September 30, 2018, for a total grant award not to



exceed \$200,000.

QUESTION: Describe the experience of each company regarding marketing/advertising to different ethnic and cultural audiences. Describe the experience and knowledge of each company with Austin's unique makeup and history.

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

A description of each company's experience and qualifications can be found in the proposals that were provided to Mayor and Council last Friday, June 23, 2018.

23. Agenda Item #23-#25: Chapter 380 ordinance changes.

QUESTION:

After spending six months working on the revised economic incentive policy with the consultants, what feedback did you receive regarding the final proposal from the community and from whom, and from Council and how has the draft being proposed to Council been changed to respond to that feedback?

COUNCIL MEMBER GARZA'S OFFICE

ANSWER:

See attachment

QUESTION:

For additional work session questions and responses, see attached.

25. Agenda Item #25: Approve an ordinance repealing Part 2 of Ordinance No. 20090312-005 to the extent necessary to authorize the City Manager to develop the Locational Enhancement Program for Economic Development under Chapter 380 of the Texas Local Government Code and to return to council with this program for Council review and possible approval.

QUESTION:

Please explain why the repeal is necessary now instead of when staff comes back to Council with the planned research.

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

Economic Development Department staff recommends repeal of the amendment that eliminates economic development incentives for private, large scale mixed use projects that include a retail component to ensure there is legal clarity in place for staff to recommend the allocation of necessary resources to develop program guidelines for this types of incentive transaction in the future. This includes a solicitation for an external contractor to perform a market analysis related to the proposed programs. The contract will also make recommendations regarding program structures to achieve desired results for location based programs that can address affordability for a number of small business initiatives. Upon Council approval of these ordinances, EDD staff anticipates bringing final program guidelines to City Council next fiscal year for approval prior to final implementation.

27. Agenda Item #27: Approve a resolution relating to the City Manager's recommended bond package for a November 2018 General Obligation Bond election.

QUESTION/ANSWER:

See attachment.

31. Agenda Item #31: Approve a resolution authorizing negotiation and execution of an amendment to the interlocal agreement for Regional Mobility and Transportation Projects with Capital Metropolitan Transportation Authority (Capital Metro) that authorizes the program to fund certain mobility and transportation projects using the City's pro rata share of 25% of Capital Metro's one cent sales tax imposed by Capital Metro on sales within Capital Metro's service area in a certain fiscal year (the 'Quarter Cent program').

QUESTION:

Please provide in the back up the Interlocal Agreement between City of Austin and Capital Metro, as well as all subsequent amendments to that original Interlocal Agreement.

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Attached is the interlocal agreement between the City and Capital Metro, as well as all subsequent amendments to that original agreement.

33. Agenda Item #33: Approve negotiation and execution of an interlocal agreement with the Texas Department of Motor Vehicles to withhold vehicle registrations for people with outstanding traffic warrants, fines, and unpaid red light camera cases for a term of five years for a total contract amount not to exceed \$10,000 per year.

QUESTION: Please provide data regarding the number of vehicle registrations withheld for the past four years.

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

FY	VRHs
2014	2,871
2015	1,222
2016	662
2017	0
2018	1,435

\*\*\*\*Note for 2017 - TxDOT made a change that Court was not aware of. This resulted in an incorrect file format; therefore, no holds were placed.

QUESTION:

1) How many of the holds last year were placed on people who meet 200 and 100 percent of the poverty line? How is the program addressing special accommodations/waivers, payment plans or other options for those struggling financially who could be sent into further financial peril from additional tickets, etc. for driving without a registration?

2) For what sort of violations has the city requested flags on records?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

1) How many of the holds last year were placed on people who meet 200 and 100 percent of the poverty line? How is the program addressing special accommodations/waivers, payment plans or other options for those struggling financially who could be sent into further financial peril from additional tickets, etc. for driving without a registration?

Due to an unknown file change from TxDot, the Court did not place any holds on vehicles in FY 17. Our current case management does not have the ability to flag individuals who fall with the 100%-200% of the federal poverty guidelines; however, we do track how many individuals are found indigent (may fall outside of the previously mentioned range).

For FY 18, there were 64 cases that had vehicle registration holds in which the individual was found indigent. 33 of the individuals were found indigent after the hold was placed; this means that once the hold was placed, the individual appeared in court and was found indigent.

31 of the individuals were found indigent before the hold was placed; this means that the individual previously appeared in court, was found indigent, and did not comply with the terms of their court order (i.e. payment plan or community service).

It is important to note that it is the practice of Austin Municipal Court to lift a vehicle hold when an individual appears to address their outstanding case(s). The individuals' rights and options are still in place (i.e. court dates, deferrals, payment plans, community service, hardship waivers). Once an individual takes a step to move their case forward, the vehicle hold is lifted regardless if the judgment is satisfied.

The vehicle registration hold is only used when individuals do not appear according to the terms of their citation/release or for non-compliance with court orders. Vehicle holds are used as a last resort when a series of phone and mail campaigns fail to compel appearances. Again, once an individual appears, the vehicle hold is released.

It is important to note that registration holds are only used with traffic related violations.

For individuals who receive citations for "expired registration", State law allows for a \$ 20 dismissal if a car is registered within a certain time period. If that was not or could not be accomplished, the prosecutors regularly offer deferral agreements whereby these citations can be dismissed. For indigent defendants any court fees associated with a deferral can be satisfied by community service or waived upon showing of a hardship.

2) For what sort of violations has the city requested flags on records?

- 36.** Agenda Item #36: Approve an ordinance authorizing negotiation and execution of an agreement with the Zilker Botanical Garden Conservancy (Conservancy) for the creation of a membership program for the Conservancy, waiving certain fees in an amount not to exceed \$69,128 for fiscal year 2019, and authorizing the City Manager to seek waivers for a period beginning fiscal year 2019.

QUESTION: How many times did City give Conservancy money? How much did City give the conservancy on annual basis? How much has been waived in fees on annual basis?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

How many times did City give Conservancy money?

Twice, in FY16 and FY17.

How much did City give the conservancy on annual basis?

COA/PARD provided two payments of \$47,500 each (in FY16 and FY17) for a total of \$95,000 to support fundraising activities. The Conservancy used the funds to support half of the salary of its Executive Director.

PARD set aside an additional amount of \$60,000 for Master Plan activities. It was initially thought that these funds would be provided to the Conservancy for it to manage the master plan process; however, this did not occur, and PARD used the majority of this funding for a Phase I master plan, focusing on Community Engagement by PARD. PARD paid the Conservancy \$2,500 under a contract to create, implement, and analyze a survey of the Austin Area Garden Council (AAGC), the Garden's longstanding partner.

How much has been waived in fees on annual basis?

No fees have been waived specifically for the ZBG Conservancy. Conservancy fundraising events (the Starlight Social, held in spring 2017 and 2018) as well as the recent BEERTanical event were all paid for as direct rentals, because PARD does not yet have a contract with the Conservancy for events.

Fee waivers are granted to the Austin Area Garden Council (AAGC) in the amount of \$175,551 through a 2016 contract that will end October 1, 2018. The contract specifies that use of the facilities was solely for AAGC purposes, but did provide that AAGC could allow the Conservancy use of the facilities as part of the waiver of rental fees.

The ordinance under Council consideration is a waiver of fee rentals for the Conservancy. It represents a combination of Conservancy and AAGC meetings, events, and fundraisers, as AAGC will continue to operate under the umbrella of the Conservancy. As the AAGC contract expires in October of 2018, a new contract with the Conservancy provides for the Conservancy to allow AAGC use of the facilities through the waivers provided to the Conservancy. In effect, instead of AAGC granting the Conservancy use of the Garden through its waivers, the Conservancy will grant AAGC use of the Garden through its waivers as the Conservancy will be the primary partner with PARD in a public-private partnership.

37. Agenda Item #37: Approve a resolution authorizing the acceptance of \$74,181.53 in grant funding from the State of Texas, Office of the Governor, Criminal Justice Division to implement the Austin Police Department project entitled APD Juvenile Delinquency Prevention Project.

QUESTION: The fiscal note in the RCA states "A City funding match is not required." However, the backup states the grantor requires a resolution that addresses, among others, "2. A commitment to provide all applicable matching funds" which is reflected in the third "Whereas" clause of the resolution. Is there language in this particular grant that states there will be no matching funds required? If so, can that be shared, or can this be otherwise reconciled?

COUNCIL MEMBER KITCHEN'S OFFICE

ANSWER:

There is not a required match for this fund source and the City's proposed budget does not include matching funds. The top of the attached award preview reflects our request for state funds, with \$0 matching funds committed. The bottom of the award preview provides the required resolution language. The City must include the required resolution components to receive an award. We must say that the City will provide applicable matching funds even though matching funds are not required.

QUESTION: Please provide information regarding the goals, outputs, measures and reporting process detailed by the grant.

COUNCIL MEMBER CASAR'S OFFICE

ANSWER:

The goal of this grant is to provide a comprehensive, citywide juvenile justice and delinquency prevention program. Project objectives are to develop and sustain positive assets (strengths) in youth, to build trust between police and Austin's youth population, to provide instruction and guidance, to contract with subject matter experts for materials and curriculum development, to provide training for key personnel, and to purchase technology in support of project activities. All activities aim to prevent juvenile delinquency and future involvement in the juvenile and criminal justice systems. Juvenile Justice and Delinquency Prevention Act funding requires quarterly reporting to the state of the following output measures:

Instruction or support for life, social, and emotional skills: Hours delivered

Instruction or support for life, social, and emotional skills: Individuals receiving

Training, professional development, or technical assistance: hours received

Instruction in bullying prevention skills: Individuals receiving

Instruction in dating or domestic violence prevention: Number of NON-OFFENDERS receiving

Instruction in gang involvement prevention: Individuals receiving

Instruction in homelessness/ runaway prevention or recovery skills: Individuals receiving

Instruction in non-parenting family skills: Number of CHILDREN under 18 receiving

Instruction in personal finance skills: Individuals receiving

Instruction in violence prevention: Individuals receiving

Instruction trafficking prevention: Individuals receiving .

- 38.** Agenda Item #38: Approve a resolution authorizing the acceptance of \$120,831.41 in grant funding from the State of Texas, Office of the Governor, Criminal Justice Division to implement the Austin Police Department project entitled APD Violence Against Women Investigative Project.

QUESTION: Please explain why the department did not apply for the maximum funds allowable under this opportunity.

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

There is not a maximum allowable budget request for proposals submitted under the CJD Violence Against Women Act fund source.

QUESTION:

Please provide information regarding the goals, outputs, measures and reporting process detailed by the grant.

COUNCIL MEMBER CASAR'S OFFICE

ANSWER:

The goals of this project are to improve the local criminal justice response to violent crimes against women and to assist violent crime victims, survivors and their families recover more quickly and completely from the effects of victimization. Project objectives are to reduce investigative and throughput backlogs in the APD Sex Crimes Unit. Violence Against Women Act funding (federal pass through) requires quarterly reporting to the state of the following output measures:

Criminal cases resulting in arrest (for LEAs) or conviction/ deferred adjudication (for prosecutors) resulting from project activities

Grant-funded prosecutions or investigations carried out by the unit/division

Training, professional development, or technical assistance: hours received

Forensic interviews performed by a law enforcement officer or prosecutor: Individuals interviewed

Training or professional development: Hours received

Training or professional development: Individuals received.

39. Agenda Item #39: Approve a resolution authorizing the acceptance of \$1,213,309.17 in grant funding from the State of Texas, Office of the Governor, Criminal Justice Division to implement the Austin Police Department project entitled APD Victim Crisis Intervention Project.

QUESTION: Please provide information regarding the goals, outputs, measures and reporting process detailed by the grant.

COUNCIL MEMBER CASAR'S OFFICE

ANSWER:

The goal of this project is to assist violent crime victims, survivors and their families recover more quickly and completely from the effects of victimization. Project objectives are to provide assistance to victims of crime and to ensure proper case coordination, interagency communication, and follow up. Assistance to victims of crime includes crisis intervention, counseling, personal advocacy, information and referrals. Victim of Crime Act funding (federal pass through) requires quarterly reporting to the state of the following output measures:

Casework, non-licensed counseling, individual advocacy, or other support: Hours delivered by employees

Casework, non-licensed counseling, individual advocacy, or other support: Hours delivered by volunteers

Casework, non-licensed counseling, individual advocacy, or other support: Individuals receiving Advocacy/ accompaniment / assistance for criminal justice system interactions: Victim individuals receiving

Advocacy/ accompaniment for medical care: Individuals receiving

Case management or advocacy (general): Individuals receiving

Casework/ support/ care: Individuals assessed or screened for needs

Referrals to other agencies: Individuals referred

Victims assisted with developing safety plans (non-residential).

40. Agenda Item #40: Approve a resolution authorizing the application for and acceptance of grant

funding in the amount of \$430,685 from the Texas Automobile Burglary and Theft Prevention Authority to continue the Austin Police Department project entitled the APD Auto Burglary and Theft Interdiction Project.

QUESTION: Please provide information regarding the goals, outputs, measures and reporting process detailed by the grant.

COUNCIL MEMBER CASAR'S OFFICE

ANSWER:

The goal of this grant is to provide a comprehensive, citywide auto burglary and theft prevention and enforcement program. All task force agencies that receive an award under this fund source are required to adopt and report on standard sets of objectives and performance measures.

Overarching objectives include affecting increases in: the recovery of stolen vehicles, the clearance rates of vehicle thefts and burglaries, the number of persons arrested for vehicle theft and burglary. Funding is provided directly by the state and progress reports are filed monthly, with metrics including:

Number of cases investigated

Number of offenders identified

Number of bait vehicle deployments

Number of covert operations

Number of enforcement operations

Number of inspections

Number of collaborations

Number of outreaches and VIN etching events.

41. Agenda Item #41: Authorize negotiation and execution of an interlocal agreement with Austin Independent School District for the provision of startup costs for three new Pre-Kindergarten classrooms to expand affordable childcare options for Austin residents, with a three-month term starting July 1, 2018, in an amount not to exceed \$48,000.

QUESTION:

Where will the 3 additional pre-kindergarten classes be located? What is included in the start-up costs?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The tentative list of campuses being considered for Pre-K 3 expansion are the following:

District	Member	AISD Elementary School	Address
1	Houston	Overton	<a href="#">7201 Colony Loop Drive, Austin, TX 78724</a>
2	Garza	Langford	<a href="#">2206 Blue Meadow Drive, Austin, TX 78744</a>
		Rodriguez	<a href="#">4400 Franklin Park Drive, Austin, TX 78744</a>
4	Casar	Blanton	<a href="#">5408 Westminster Drive, Austin, TX 78723</a>
		Guerrero Thompson (2nd classroom)	<a href="#">102 E. Rundberg Lane, Austin, TX 78753</a>
		Pickle	<a href="#">1101 Wheatley Ave., Austin, TX 78752</a>
7	Pool	Wooten	<a href="#">1406 Dale St., Austin, TX 78757</a>

This is a one-time expense per school campus. The startup costs include all of the furniture,

curriculum and materials to start the classroom including but not limited to shelving, easel, blocks, manipulatives, puzzles, rugs, the play kitchen furniture, etc. It also includes items for dramatic play, science exploration, books, and art.

QUESTION:

Which specific schools will these classrooms be starting at? Were only schools in Travis County considered for these programs since the SRAP indicates goals specific to Travis County? Can students who do not live in AISD boundaries transfer into AISD pre-k programs?

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

The tentative list of campuses being considered for Pre-K 3 expansion are the following:

District	Member	AISD Elementary School	Address
1	Houston	Overton	<u>7201 Colony Loop Drive, Austin, TX 78724</u>
2	Garza	Langford	<u>2206 Blue Meadow Drive, Austin, TX 78744</u>
		Rodriguez	<u>4400 Franklin Park Drive, Austin, TX 78744</u>
4	Casar	Blanton	<u>5408 Westminster Drive, Austin, TX 78723</u>
		Guerrero Thompson (2nd classroom)	<u>102 E. Rundberg Lane, Austin, TX 78753</u>
		Pickle	<u>1101 Wheatley Ave., Austin, TX 78752</u>
7	Pool	Wooten	<u>1406 Dale St., Austin, TX 78757</u>

Schools located throughout the City of Austin including outside of Travis County were also considered for these programs. Round Rock and Leander school districts are not considering adding Pre-K 3 at this time.

AISD does offer out-of-district transfers as long as space is available.

QUESTION:

What method or process will be used to determine which schools will house the additional pre-K classrooms associated with this item?

COUNCIL MEMBER CASAR'S OFFICE

ANSWER:

The goal is to offer locations where eligible students can be served. In order to draw down the state funding dollars to pay for the teacher and the teaching assistant, the enrollment target is 32 per classroom. (16 in each 1/2 day session).

In order to determine the campuses, AISD consulted with principals, reviewed the current enrollment of Pre-K 4 eligible children and physical location of campuses. They also considered areas that already have Pre-K 3 classrooms. A campus must currently have classroom space to accommodate the program and the principal ensures that there will be a designated classroom for Pre-K 3. All of these criteria will be taken into consideration during the 2018-2019 school year to make the final decision.

Currently, the following campuses have Pre-K 3 for the 2018-2019 school year:



Allison, Barbara Jordan, Barrington, Boone, Casey, Cook\*, Cunningham, Dawson, Dobie PK\*, Galindo\*, Guerrero-Thompson, Harris\*, Houston Joslin, Kocurek, McBee, Metz, Oak Springs, Padron, Palm\*, Patton, Pecan Springs\*, Perez, Pillow, Pleasant Hill, ST. Elmo-Sierra Vista Apartments (Foundation Communities), Sims\*, Sunset Valley, Uphaus\*, Walnut Creek\*, Widen, Winn, Williams, and Zavala

\*PK3 Child Inc/Head Start Partner Classroom.

43. Agenda Item #43: Approve negotiation and execution of an agreement with The Salvation Army, a Georgia Corporation for the provision of homeless services to women and children in an amount not to exceed \$1,939,765 for the 12-month period beginning October 1, 2018, with up to four 12-month extension options not to exceed \$1,939,765 per extension option, for a total agreement amount not to exceed \$9,698,825.

QUESTION: Can you please confirm that this contractor complies with all of the City's anti-discrimination policies?

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

All social services agencies are required to sign the City's non-discrimination certificate with any new contract being executed. City staff checks compliance with policies and procedures during site visits. Attached is the most recent certificate signed by the Salvation Army for a contract with a July 1, 2016 start date.

54. Agenda Item #54: Approve an ordinance amending City Code Chapter 13-2 (Ground Transportation Passenger Services) related to regulation of taxicabs and limousines, and repealing certain requirements.

QUESTION: Approve an ordinance amending City Code Chapter 13-2 (Ground Transportation Passenger Services) related to regulation of taxicabs and limousines, and repealing certain requirements. Why was the Operating Authority option no longer considered? Please describe the reasoning that will allow each franchise to set their own rates? How will riders know that every franchise may have different rates?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The operating authority model was presented to stakeholders as an option to meet one of the Austin Transportation Department's stated objectives to level the playing field between taxicabs and Transportation Network Companies (TNCs). This option, however, was met with resistance and was ultimately rejected by both Taxicab Franchise Holders and drivers due to concerns that a taxicab operating authority model might flood the market and leave drivers with too few trips per day to earn a livable wage.

The Austin Transportation Department believes that granting taxicab companies the ability to set their own rates would equip them to better compete on the mobility marketplace against similar services not regulated by the City of Austin, such as TNCs.

Although ATD is proposing that taxicab companies be able to set their own prices, ATD would require that rates be set only by management, set fleet-wide, posted on a rate card in view of

passengers inside the taxi, posted on the company's website, and recorded with ATD's permitting office.

61. Agenda Item #61: Approve a resolution directing the City Manager to establish minimum training and apprenticeship standards on City projects.

QUESTION: Please describe the unintentional barriers that might be created in the accessing of jobs for people who are experiencing homelessness, have completed high school, received a General Education Diploma, have been formally incarcerated, or are day laborers?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Economic Development Department staff does not have responsive information to this question related to unintentional barriers. However, noting the final requirement of the draft Resolution, staff would recommend that upon approval by Council, City staff should work with individuals, stakeholder groups and agencies that represent individuals experiencing homelessness; high school graduates; individuals who have received a General Education Diploma; individuals who have formally been incarcerated; and day laborers to develop the requested proposal so that potential barriers are identified as part of the process and development of the final proposal.

64. Agenda Item #64: Approve a resolution directing the City Manager to analyze the proposal from Precourt Sports Ventures and to begin negotiations for a Major League Soccer stadium to be located at 10414 McKalla Place.

QUESTION: What are the plans for the practice facility? What are the temporary arrangements before stadium is built? What are the limits to use outside of soccer games? Does the grass required for a stadium limit other uses?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

Staff does not currently have responsive information to this request. The proposal submitted by on June 1, 2018 does not address these questions directly.

QUESTION:

What is the cost and how will ARR provide the services requested in the following provision of the Precourt proposal:

Page 158: "street cleaning/street trash removal, and other similar City-based services, outside of the Stadium, for all Stadium events shall be provided and paid for by the City (using City employees or contract services, as determined by the City)."

COUNCIL MEMBER POOL'S OFFICE

ANSWER:

ARR estimates a cost of approximately \$3,200 per event to clean areas outside of the stadium.

This is based on preliminary information that would need to be confirmed or negotiated should the Council direct staff to negotiate with PSV.

The estimate includes staff cleaning the surrounding boulevards (Kramer & Braker), onsite roads, onsite parking lots, and emptying litter and recycling containers on the highlighted areas in the

proposal on event days. The estimate does not include the capital costs of containers.

66. Agenda Item #66: Approve a resolution establishing an efficient, centralized Public Information Request staffing model and the associated budget item for Council consideration for Fiscal Year 2018-2019.

QUESTION:

Can City Staff provide a breakdown by Council Office of the number of Public Information Requests per year since 2015?

COUNCIL MEMBER FLANNIGAN'S OFFICE

ANSWER:

Council

Office 2016 2017

Mayor 112 112

D1 65 62

D2 63 64

D3 59 61

D4 59 61

D5 66 65

D6 62 63

D7 72 72

D8 61 72

D9 62 74

D10 67 78

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70. Agenda Item #70: Approve a resolution regarding a potential contract with the Austin Rowing Club for the management and operation of the boathouse on Lady Bird Lake.

QUESTION: Please provide the names and locations of schools that have rowing clubs. Please provide the demographics of all students served.

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The Parks and Recreation Department has two current revenue contracts with concessionaires with rowing clubs, the Austin Rowing Club and Texas Rowing Center. A contract requirement for the Austin Rowing Club is that it provide underserved youth programming; however, the Texas Rowing Center does not have this contract requirement. The school districts and individual schools that receive services from these two rowing clubs are listed below:

1. Austin Rowing Club (74 Trinity St, Austin, TX 78701)
  - a. Austin Independent School District
  - b. Eanes Independent School District
  - c. Leander Independent School District
  - d. Round Rock Independent School District
  - e. Brentwood Christian School
  - f. Gateway College Prep

- g. Harmony School of Political Science
- h. One Day Academy
- i. Redeemer Lutheran
- j. Regents School of Austin
- k. Waldorf School
- 2. Texas Rowing Center (1541 West Cesar Chavez, Austin, TX 78703)
  - a. Austin Independent School District
  - b. Eanes Independent School District
  - c. Lake Travis Independent School District
  - d. Pflugerville Independent School District
  - e. Round Rock Independent School District
  - f. Hayes Independent School District
  - g. St. Stephens
  - h. Leander Independent School District
  - i. Texas River School

Additionally, program summaries for the Austin Rowing Club and Texas Rowing Center are attached to provide additional information.

- 116.** Agenda Item #116: Approve a resolution authorizing the submittal of a transportation project as a candidate for the US Department of Transportation (US DOT) Better Utilizing Investments to Leverage Development Transportation Discretionary Grant administered by the US DOT and directing the City Manager to identify options for the required local matching funds.

QUESTION: In what years would CO's be used for the Colony Loop Project?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

Certificate of Obligations (COs) for the Colony Loop Drive BUILD Grant would be used in year 2020. This is the year that the grant funds become available for obligation.

- 118.** Agenda Item #118: Approve a resolution directing the City Manager to include a partial exemption from ad valorem taxes for certain historically-designated properties in budget calculations for the coming year; to provide this resolution to the Austin Independent School District; and to prepare an ordinance approving these partial exemptions to be considered by Council concurrently with the annual tax levy.

QUESTION: Do we also send similar notices to Travis County? When did the City set it's abatement at 50% and what was the rate of abatement before then?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The applications are filed with the Travis Central Appraisal District, which constitutes notice to Travis County. The exemption is for 100% of the value of the structure and 50% of the value of the land for owner-occupied residences, and 50% of the value of the structure and 25% of the value of the land for income-producing properties for the city and county. AISD offers an exemption of half of those percentages. The exemptions have remained the same since the time of their enactment in the late 1970s, but the city, county, and AISD have more recently established

caps for the maximum amount of any exemption - \$2,500 for the city and county, and \$3,500 for AISD, so that any new historic designations cannot receive more than an \$8,500 total tax exemption. Older designations may still be eligible for a non-capped exemption.

- 121.** Agenda Item #121: Approve a resolution directing the City Manager to explore the expansion of the Waller Creek Local Government Corporation to ensure a broader range of community stakeholders.

QUESTION: Please identify, by name and entity, the members of the Waller Creek Local Government Corporation. Are there other ways that the community could participate in the design and funding of Waller Creek? How can we provide an avenue for citywide diversity to shepherd the Waller Creek redesign?

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

Waller Creek LGC Members

Member	Seat	Representation
Joe Pantalione	President	City of Austin
Tom Meredith	Vice President	Waller Creek Conservancy
Melba Whatley	Secretary	Waller Creek Conservancy
Carla Steffen	Treasurer	City of Austin
Sara Hensley	Director	City of Austin
Rodney Gonzales	Director	City of Austin
Lucia Athens	Director	City of Austin
Martha Smiley	Director	Waller Creek Conservancy
Dr. Allan Shearer	Director	Waller Creek Conservancy
Melanie Barnes	Director	Waller Creek Conservancy

Q2. Are there other ways that the community could participate in the design and funding of Waller Creek?

Yes, there are a variety of ways for the community to participate in the design and funding of Waller Creek. The City, in partnership with the Waller Creek Conservancy, hosts a public meeting series called Waller Creek Conversations. This is a great way for the City and Waller Creek Conservancy to engage the public on design/project issues via information stations and other ways to gather feedback (comment cards, printed surveys, activities, etc) -- this feedback ultimately informs project design. All public meetings are supplemented by an online survey for those who cannot attend in person.

This year, the City and Conservancy have hosted (4) public meetings so far related to two "themes": food in parks and history of Waller Creek. Another series is planned in the fall related to the Programming Strategic Plan.

In addition to public meetings, the Waller Creek Conservancy hosts and participates in community events such as Creek Show, Waller Creek Pop-Up Picnic and neighborhood meetings to talk about the vision for Waller Creek and offer opportunities for the public to get involved.

The community is always welcome to contribute to Waller Creek through a philanthropic donation to the Waller Creek Conservancy. The donations will help realize the full vision for Waller Creek.

Q3. How can we provide an avenue for citywide diversity to shepherd the Waller Creek redesign?

In addition to the robust public meeting series, the Waller Creek Conservancy has and will continue to present to the City's Boards and Commissions such as the Parks and Environmental Board and reach out to neighborhood associations such as the Southeast Combined Neighborhood Association and East Riverside/Oltorf Combined Neighborhood Association to gather feedback that also informs the project design. (Please refer to attachments for the detailed overview of engagement efforts in 2017 and 2018.) To ensure outreach efforts continue to support citywide diversity at a high level throughout the design process, the Local Government Corporation can request updates on public engagement and outreach efforts and as needed, advice on how to refine the public outreach strategy.

#### Additional Information:

##### Waller Creek Conservations | Public Meeting Series (meetings to date):

- 2015 (4) public meetings in August & online survey
  - o Project overview - not focused on one particular phase or park
- § Aug. 5 - The Thinkery
- § Aug. 6 - Ann Richards School
- § Aug. 19 - Waller Ballroom
- § Aug. 19 - ACC Eastview Campus
- 2016 (2) rounds of (2) public meetings in May and September & online survey
  - o Focused on Palm Park
- § May 19 - Waller Ballroom
- § May 21 - Parque Zaragoza Rec Center
- § Sept. 15 - Waller Ballroom
- § Sept. 17 - AISD Performing Arts Center
- 2017 (1) town hall in Feb & (2) public meetings in May & online survey
  - o Project overview - not focused on one particular phase or park
- § Feb. 25 - Austin Convention Center
- § May 13 - Metz Rec Center
- § May 17 - Palm Door on Sabine
- 2018 (2) rounds of (2) public meetings in February and June & online survey
  - o Focused on food in parks and history
  - o Additional meetings planned for later this year
- § Feb. 22 - Mexican-American Cultural Center
- § Feb. 24 - Metz Rec Center
- § June 2 - Metz Rec Center
- § June 6 - Austin Central Library.



## Recommendation for Action

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**File #: 18-2542, Agenda Item #: 5.**

6/28/2018

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### **Agenda Item**

**Agenda Item #5:** Approve an ordinance amending City Code Chapter 13-1 relating to off-airport rental car business at Austin-Bergstrom International Airport.

### **QUESTION:**

What necessitates the changes to sections A and B of Part 1?

COUNCIL MEMBER ALTER'S OFFICE

### **ANSWER:**

The change to Part 1, Section A, allows the director to determine and assess rates and charges to off-airport rental car operators which are consistent with those set for rental car operators operating on-airport. This modification allows the Aviation Department to maintain consistent rates and charges for all rental car operators as required under the terms of the Rental Car Special Facility Revenue Bonds, Taxable Series 2013, which financed the construction and operation of the airport's Consolidated Rental Car Facility.

The additional language to Part 1, Section B, gives the Aviation Department the ability to request financial and operating information, as determined by the director, in order to ensure compliance with both the financial and operational requirements set forth in agreements to be executed with off-airport rental car operators. This additional language provides the director authority to request additional information consistent with financial and operating information required by on-airport rental car operators.

The changes to Part 1, Sections A and B, provide financial and operational consistency for both on-airport and off-airport rental car operators doing business at the airport.



## Recommendation for Action

**File #: 18-2558, Agenda Item #: 7.**

**6/28/2018**

### **Agenda Item**

**Agenda Item ##7:** Authorize award and execution of a construction contract with Facilities Rehabilitation, Inc. (MBE), for Citywide - Stormwater Infrastructure Improvement Projects - Closed Systems Indefinite Delivery/Indefinite Quantity contract in the amount of \$2,000,000 for an initial 1-year term, with three 1-year extension options of \$2,000,000 for a total contract amount not to exceed \$8,000,000.

### **QUESTION:**

What is the criteria to determine when stormwater infrastructure improvements are required?  
COUNCIL MEMBER HOUSTON'S OFFICE

### **ANSWER:**

The primary criteria for prioritizing drainage infrastructure projects is flood risk. The areas of the City that have the highest flood risk are prioritized the highest for flood risk reduction projects. Our initial estimate of flood risk is determined by analyzing data that includes engineering models and drainage complaint calls. We refine the estimate of flood risk through the preliminary engineering process.

### **QUESTION:**

Can you provide a list of the stormwater infrastructure improvement projects anticipated at this time?  
COUNCIL MEMBER KITCHEN'S OFFICE

### **ANSWER:**

This four year IDIQ Contract will focus on storm drain improvement projects where we have inadequate or failing infrastructure and our residents are at risk of flooding.

WPD has several projects which will be assigned off of this IDIQ contract. Other projects will be identified and designed in-house as time progresses. Examples of the identified projects are the January Drive Storm Drain Improvement Project and the Broadmoor Drive Storm Drain Improvement Project.

### **QUESTION:**

Can you provide a list of stormwater infrastructure improvement projects that will be addressed if the contract is approved? We would like to see what priority items are listed.  
COUNCIL MEMBER RENTERIA'S OFFICE

### **ANSWER:**

Please see attached a short list of projects that are being designed in house that could potentially be used by the proposed contract for Council approval. Staff has summarized the information below that includes three projects that are targeted specifically for this contract work:

<u><b>Project ID</b></u>	<u><b>Location</b></u>
--------------------------	------------------------

- |          |   |
|----------|---|
| 1. 20004 | Canterbury Street Storm Drain Repair (District 3) |
|----------|---|



- 
- |    |       |   |
|----|-------|---|
| 2. | 20007 | Brassiewood Drive Storm Drain Improvements (District 2)   |
| 3. | 20014 | 11509 January Drive Storm Drain Improvements (District 1) |

However, any of the projects shaded light brown or darker brown in the attached list that are in design could be constructed utilizing this contract.

With this contract, the Watershed Protection Department (WPD) is responding to the Flood Mitigation Task Force's recommendation to have more vehicles to delivery projects in addition to our standard CIP program. To date, the WPD is also utilizing an existing Austin Water IDIQ Contract (Wilson Powell Project underway in District 3), negotiating and executing more Public-Private partnerships and Community Facility Agreements, as well as constructing more of these projects with in house forces.

In-house Design Project Delivery List (Storm Drain Local Flood)

\*\* Note: spreadsheet does not include designs completed before 2017 (add this later)

MAX		Options:	
20069		Storm Drain	Condition
Active Assigned Design Projects (WED)		Inlet	Capacity
Active Assigned Design Projects (ERM)		Manhole	Capacity & Conditic
Design Complete		Open Channel	
In Construction		Pond	
Construction Complete		Storm Drain	
No Project Planned/Not Feasible/Not Priority			

ID	Project Name	Location/Service Address (Maximo)	Design Delivery	WPD Design Engineer/Sponsor	Assignment Date - First month of qtr (MM-YYYY)	Watershed	Asset Class	Problem Type
20008	Storm Drain Replacement/Rehabilitation at 1607 San Jacinto	1607 SAN JACINTO BLVD	WED Design Team Alpha	Angela Johnson	Jan-2017	Waller Creek	Storm Drain	Condition & Capacity
20033	2411 Bending Trl	2411 Bending Trl	WED Design Team Bravo	Rebeka McKay/ Scott Avery	Jan-2017	WMS	Storm Drain	Capacity
20068	Cantarra Sec 1 Wetpond Embankment Gully Repairs	13619 1/2 COOMER PATH	ERM Design Team	Tom Franke	42644	0	Storm Drain	Condition
20031	Wilson Street Storm Drain Improvements Phase II	3109 POWELL CIR	WED Design Team	Sergio Mendoza	Jan-2017	East Bouldin	Storm Drain	Capacity
20001	Phase 1 - Caliber Collision/Hether St Storm Drain Rehab @ S. Lamar 1A - Caliber Collision & S Lamar ROW	1804 S LAMAR BLVD	WED Design Team Bravo	Rebeka McKay	Jan-2017	West Bouldin	Storm Drain	Condition & Capacity
20001	Phase 1 - Caliber Collision/Hether St Storm Drain Rehab @ S. Lamar 1B - Church & Caliber Collision Drainage Easement	1801 Kinney Ave	WED Design Team Bravo	Rebeka McKay	Jan-2017	West Bouldin	Storm Drain	Condition & Capacity



20003	Storm Drain Inlets & Manhole Groups	Various locations	WED Design Team Alpha	Scott Cameron	Jan-2017	Various	Inlet & Manhole	Condition
20005	Glenn/Slayton Lane Storm Drain Reroute	8917 - 8909 Glenn Lane/9002 - 8910 Slayton Dr	WED Design Team Bravo	Rebeka McKay/ Scott Avery & Hanh Thai	Apr-2017	Little Walnut	Storm Drain	Condition & Capacity
20006	Larry Lane Storm Drain Reroute	3203 Larry Lane	WED Design Team Delta	John Middleton/ Karol Menhard	Jan-2017	Boggy	Storm Drain	Condition
20007	Brassiewood Drive Stormdrain Improvements	5106, 5105, 5010, 5009 BRASSIEWOOD DR	WED Design Team Bravo	Scott Avery/ Karol Menhard	Jan-2018	Williamson	Storm drain/ Inlet	Capacity
20014	11509 January Drive	11509 January drive and other locations	WED Design Team Bravo	Rebeka McKay/ Scott Avery, Coordinate with John M.	Jan-2017	Walnut	Storm Drain	Capacity
20015A	Trail West Dr	4604 Trail West Drive	WED Design Team Charlie	Kristi Weston	Jan-2018	Barton	Storm Drain	Capacity
20015B	Trail West Dr	4901 and 4905 Trail West	WED Design Team Charlie	Kristi Weston	Jan-2018	Barton	Storm Drain	Capacity
20018	Fortview at Clawson	1602 Fortview (Water leaves road at this location	WED Design Team Charlie	Kacey Paul	Jan-2018	West Bouldin	Storm Drain & Inlet	Capacity
20019	Fortview at Valley View	Condos on Valley View at Fortview	WED Design Team Charlie	Kacey Paul	Jan-2018	West Bouldin	Storm Drain & Inlet	Capacity
20023	Oracle/South Lakeshore	South Lakeshore west of S. Pleasant Valley	WED Design Team Delta	John Middleton/ Jose Perez	Jan-2017	Lady Bird Lake	Storm Drain	Capacity

20028	Broadmoor Drive Localized Flooding	Broadmoor Drive	WED Design Team Delta	Angela/ Henry Price	Jan-2017	Tannehill	Storm Drain	Capacity
20029	Live Oak Storm Drain Reroute	508 E Live Oak	WED Design Team Delta	John Middleton/ Jose Perez	Jan-2017	Blunn	Storm Drain	Condition/ Capacity
20041	Newport Avenue (North Acres CIP)	1111 Newport Avenue/Horace	WED Design Team Bravo	Scott Avery	Aug-2017	Walnut	Storm Drain Open Channel	lack
20004	Canterbury Street Storm Drain Repair	2615 CANTERBURY ST	ERM Design Team	Janna Renfro	Jan-2018	Lady Bird Lake	Storm Drain	Condition
20032	S Lakeshore @ Tinnin Ford Pipe Replacement and Rain Garden (South Lakeshore SDI)	2101 1/2 S LAKESHORE BLVD	WED Design Team	Tom Franke/ Reem Zoun	Jan-2017	lady Bird Lake	Storm Drain	Condition
20002	Phase 2 - Hether System @ Kinney Street bypass to Oltorf	2017 KINNEY AV (Kinney Ave. to W Oltorf to WBO Creek)	WED Design Team Bravo	Rebeka McKay	Jan-2017	West Bouldin	Storm Drain	Condition & Capacity
20010	Bangor Bend SDI	???		Rupali Sabnis		Little Walnut	Storm Drain	Capacity
20026	Chippeway Localized Flooding, Large upstream drainage area	1604 Chippeway	WED Design Team Alpha	Rupali Sabnis / Marie Lancaster	Jan-2018	Williamson	Storm Drain	Capacity
20027	Rowland Dr./Sheraton Ave. Localized flooding	Rowland Dr./Sheraton Ave.	WED Design Team Alpha	Rupali Sabnis / Scott Cameron	Jan-2018	Williamson	Storm Drain	Capacity
20030	Corrugated Metal Pipe (CMP) Evaluation and Prioritization	Various Locations				various	Storm Drain	Condition
20034	Elmont East @Tinnin Ford					Lady Bird Lake	channe/Storm Drasin	Condition/ Capacity
20037	Evergreen/Collier at S. lamar SDI bypass	Evergreen/Collier at S. Lamar				West Bouldin	Storm Drain	Capacity







## Recommendation for Action

**File #: 18-2565, Agenda Item #: 8.**

6/28/2018

### Agenda Item

**Agenda Item #8:** Authorize award and execution of a construction contract with Insituform Technologies, LLC, for the In-Situ Wastewater Line Renewal Program (2018-2020) Indefinite Delivery/Indefinite Quantity contract in the amount of \$900,000 for an initial 1-year term, with two 1-year extension options of \$900,000, for a total contract amount not to exceed \$2,700,000.

**QUESTION:** Can you provide a list of the projects within the wastewater line renewal program anticipated at this time?  
**COUNCIL MEMBER KITCHEN'S OFFICE**

### ANSWER:

Austin Water expects using cured in place pipe (CIPP) trenchless rehabilitation method through the proposed Indefinite Delivery/Indefinite Quantity (IDIQ) contract at the following locations to restore existing wastewater lines.

Approximate Location	Estimated Length (feet)
3400 KERBEY LN	484
OAKMONT & 34TH	539
4200 SHOAL WOOD AVE	325
4200 SHOAL CREEK BLVD	152
1505 W 40TH ST	278
1601 W 39th 1/2 ST	208
3901 SHOAL CREEK BLVD	200
810 E 9TH ST	353
300 RADAM LN	533
1507 W 13TH ST	407
1505 W 12TH ST	329
9106 ROCKCREST CIR	371
9100 ROCKCREST CIR	445
2313 RIO GRANDE ST	428
6208 KASPER ST	216
6209 KASPER ST	195
6110 KASPER ST	496
LANGHAM ST	837
CADDIT ST	311
1905 TILLERY ST	165
1904 PERSHING DR	304

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509 E FAWN RIDGE DR	304
9022 CAPITOL DR	252
5310 MEDFORD DR	577
5214 MEDFORD DR	173
5909 REICHER DR	228
6107 REICHER DR	131
6108 REICHER DR	46
6111 REICHER DR	285
6200 REICHER DR	280
6603 ASHLAND DR	550
6500 ASHLAND DR	160
2505 LOYOLA LN	275
2604 LOYOLA LN	302
2700 LOYOLA LN	125
2702 LOYOLA LN	144
7215 INSPIRATION DR	279
7207 GUNNISON PASS	296
8105 LAZY LN	1044
8017 TISDALE DR	320
8017 GAULT DR	153
8512 SILVER RIDGE DR	604
8613 SILVER RIDGE DR	296
2801 1/2 N MOPAC EXPY	269
1724 COLONY CREEK DR	322
1718 COLONY CREEK DR	127
1610 COLONY CREEK DR	601
3300 LOYOLA LN	296
3500 LOYOLA LN	292
801 RED RIVER ST	516
705 RED RIVER ST	357
FISKVILLE CEMETERY RD	790
1505 W KOENIG	272
1503 ULLRICH AVE	186
5708 JOE SAYERS AVE	324
5612 JOE SAYERS AVE	530
5601 JOE SAYERS AVE	573
5501 JOE SAYERS AVE	30

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## Recommendation for Action

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**File #: 18-2566, Agenda Item #: 18.**

**6/28/2018**

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### **Agenda Item**

**Agenda Item #18:** Approve award of a Local Business Marketing Grant by Visit Austin to LookThinkMake, LLC, or to one of the other qualified offerors, to market and promote local Austin businesses to tourists, for a term ending September 30, 2018, for a total grant award not to exceed \$200,000.

**QUESTION:** Describe the experience of each company regarding marketing/advertising to different ethnic and cultural audiences. Describe the experience and knowledge of each company with Austin's unique makeup and history.

COUNCIL MEMBER HOUSTON'S OFFICE

### **ANSWER:**

A description of each company's experience and qualifications can be found in the proposals that were provided to Mayor and Council last Friday, June 23, 2018.





## Recommendation for Action

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**File #:** 18-2561, **Agenda Item #:** 23.

6/28/2018

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**Agenda Item**

**Agenda Item #23-#25:** Chapter 380 ordinance changes.

**QUESTION:**

After spending six months working on the revised economic incentive policy with the consultants, what feedback did you receive regarding the final proposal from the community and from whom, and from Council and how has the draft being proposed to Council been changed to respond to that feedback?

COUNCIL MEMBER GARZA'S OFFICE

**ANSWER:**

See attachment

**QUESTION:**

For additional work session questions and responses, see attached.



### Council Question and Answer

Related To

Item #23-25

Meeting Date

June 28, 2018

### Additional Answer Information

#### QUESTION/ANSWER:

##### QUESTION:

After spending six months working on the revised economic incentive policy with the consultants, what feedback did you receive regarding the final proposal from the community and from whom, and from Council and how has the draft being proposed to Council been changed to respond to that feedback?

COUNCIL MEMBER GARZA'S OFFICE

##### ANSWER:

The following response provides a summary of the engagement process and timeline and a summary of resulting changes to the Economic Development Policy. In addition, a list of stakeholders is included indicating participants who provided his/her information to Economic Development Department staff members.

#### **Feedback during Policy Development: March – December 2017:**

Staff began the new policy development process with a community and stakeholder-driven process to collect themes and information needed for the construction of a revised a policy that was relevant to present day needs and aligned with current community values.

The community and stakeholders were consulted initially through eight [community conversations](#), followed by a public [survey](#). That feedback was elevated to receive [community leadership feedback](#) across many disciplines. Individual presentations and meetings were conducted with stakeholder groups including [Boards and Commissions](#), [current Chapter 380 contract holders](#), [real estate representatives](#), and [multi-disciplinary stakeholders](#). Finally, this feedback was [presented to Council](#) during the [December 5, 2017 Work Session](#), where staff received [feedback from Council](#) to consider in developing out the policy and program documents. Staff then brought all of this information to the consultant to develop out the program guidelines that incorporated all of this feedback into a draft ready to present to Council and the public.

Key recommended changes to the Chapter 380 Performance-Based Contracts Policy are noted in **Table 1**.

#### **Feedback on DRAFT Policy and Principles: December 2017 – May 2018:**

Published and made available to public and Council on May 8, 2018:

- [Proposed Economic Development Guiding Principles](#)
- [Proposed Economic Development Chapter 380 Policy](#)

- [Proposed Business Expansion Program Guidelines](#)

After the Proposed Economic Development Policy documents were published between May 8, 2018 and June 27, 2018, staff met with 43 additional stakeholders (see **Table 2**). In addition, staff conducted a final Economic Development Policy Wrap-Up Event on May 31, 2018 convening 40 stakeholders (see **Table 3**). These meetings brought together multiple representatives of aligned groups that shared similar community values and/or affiliations to brief them on the proposed policy, close up the conversation and direct final feedback. Public feedback was provided through an open comment portal (documentation posted as back-up to June 28, 2018 Council Agenda Items 23, 24 and 25). In addition, staff has included information received from Boards and Commissions. Staff did not receive comment during this time that resulted in changes to the proposed draft policy.

**Table 1.** Summary of Policy Differences in current Chapter 380 Performance-Based Contracts Policy (2003 to 2017) versus the newly proposed Economic Development Policy (2018).

Comparison Item	2003	2018
Policy Theme	Prosperity-focused incentives for projects that create: <ul style="list-style-type: none"> <li>• High-level of capital investment (&amp; generate tax-revenue)</li> <li>• High number of jobs at high wages</li> </ul>	Equitable prosperity, affordability and locally-focused incentives for projects that create: <ul style="list-style-type: none"> <li>• Locational Enhancements (place-making, micro-community development reflecting hyper-local community values)</li> <li>• Workforce Development</li> <li>• Quality Jobs</li> <li>• Equity &amp; Diversity</li> <li>• Quality Investment</li> <li>• Transportation</li> <li>• COA Revenue (Taxes &amp; Utilities)</li> <li>• Equitable Hiring Practices</li> </ul>
Policy Eligibility	“One Size Fits All” approach with regulations in place that only allowed large corporate employers to receive incentives (and comply with those regulations) resulting in a small number of qualified applicants that excluded a large portion of the business community	Offers scalable regulations, including appropriate waivers for certain regulations that were perceived as particularly burdensome for small businesses. Allows for small, local businesses to receive incentives in exchange for expanding and reflecting Austin’s values. Eligible businesses include new and <i>existing</i> large and <i>small</i> businesses under the newly proposed Business Expansion Program Portfolio, with scaled tiers for requirements with the smallest projects requiring the least amount of regulation: <ul style="list-style-type: none"> <li>• Tier 1: Adds 5 – 24 new jobs</li> <li>• Tier 2: Adds 25-74 new jobs</li> <li>• Tier 3: Adds 75+ new jobs</li> </ul>
Policy Job	Job profile provided incentive	Offers option to incentivize employers who

**Table 2. Economic Development Policy Final Stakeholder Outreach May 8, 2018 - June 22, 2018**

Creation	consideration for high-skill and high educational attainment jobs only. (This policy aligned with the State's wage threshold of providing incentives to adding jobs that paid over ~\$65K/yr)	create jobs including small, local companies that align with community values and amplify outcomes for our city, especially those employers who hire "hard-to-employ" individuals at a living wage. (This new policy allows for the City of Austin to act independently of the State's incentive policy by creating programs to achieve our own local objects for hiring.)
Policy Process	"One Size Fits All" approach with regulations perceived and experienced as burdensome (by applicants who either chose another location for their business expansion project, or by those companies receiving Chapter 380 incentives electing to terminate their agreement), thereby excluding small businesses who are not able to comply. This policy also included a lengthy and inflexible Council approval process that moved slower than the speed of business.	Offers a scalable, user-friendly process that allows for all users to quickly move through the administrative evaluation process and execute a proposal that better reflects the expansion project timeline. The approval process for smaller incentive amounts, reduces public process for mid-sized incentive awards and retains public and Council approval process for the largest incentive packages.
Policy Expansion	One program is offered through Chapter 380 Performance-Based contracts Policy, where eligibility and regulation requirements limit the type and amount of users, limiting this programs ability to produce community values reflective of current challenges at scale.	Allows for niche program development to address a diversity of community needs, the development of needed public, private partnerships and offers the opportunity to better collaborate across the City of Austin as an organization to support many challenges facing the business community and the community workforce. Examples of this future niche program development under the new proposed Economic Development policy could include programs to address gaps in the Food Sector, develop Loan Programs, programs to address commercial affordability, facility upgrade programs and other needed tools.

Meeting Date	Point of Contact	Organization
16-Apr	Charisse Bodisch	Greater Austin Chamber
9-May	Rebecca Campbell	Austin Film Society
10-May	Tamara Hudgins	Girlstart
10-May	Chris Laing	Capital City Innovation
10-May	Daryl Kunik	Springdale General
10-May	Jason Denny	Commission on Veterans Affairs
11-May	Teresa Ferguson	AustinUp
11-May	Janee Briesemeister	Commission on Seniors
14-May	Sarah Tober	Commission for Women
15-May	Rebecca Melancon	Austin Independent Business Alliance
16-May	Ed Latson	Austin Regional Manufacturing Association
16-May	Roberto Mosier	Economic Prosperity Commission
16-May	Amanda Rohlich (in lieu of Edwin Marty)	Food Policy Board
21-May	John Riedie	Creative Alliance
21-May	Jaime Castillo	Arts Commission
21-May	Luis Rodriguez	Hispanic Chamber
23-May	Bob Batlan	Austin Interfaith
23-May	Doug Greco	Austin Interfaith
23-May	Sabine Foster	Austin Independent School District
23-May	Cathy Jones	Austin Partners in Education
23-May	Chiquita Eugene	Public Health
23-May	Garrett Groves	Austin Community College
24-May	Kenneth Thompson, Rev. Daryl Horton, Nelson Linder	African American Quality of Life Advisory Commission
24-May	Edgar Gierbolini	LGBT Chamber of Commerce
24-May	Lisa Scheps	Transgender Education Network of Texas
24-May	Victor Martinez	LGBT Quality of Life Advisory Commission
29-May	Adriana Cruz	Greater San Marcos Partnership
29-May	Ben White	Round Rock Chamber
29-May	Molly Alexander	Downtown Austin Alliance
29-May	Casey Burack	Downtown Austin Alliance
29-May	Rodney Gonzales	Development Services
30-May	Wayne Knox	Huston Tillotson
31-May	Mark Gilbert, Elliott Smith	Travis County Economic Development
1-Jun	Linda Gabriel	Austin Alliance for Economic Inclusion & Financial Fitness Greater Austi
1-Jun	Nicole Ryf	Office of the Governor
1-Jun	Veronica Briseno, Edward Campos, Tamela Saldana	Small and Minority Business Resources
4-Jun	Kimberly McCarson	Music Commission
5-Jun	African American Quality of Life Advisory Commission	African American Quality of Life Advisory Commission
5-Jun	Marina Bhargava	Asian Chamber
5-Jun	Vincent Cobalis	Asian American Quality of Life Advisory
22-Jun	Tina Cannon	Greater Austin Chamber Local Advocacy Council
27-Jun	Tamara Atkinson	Workforce Solutions Capital Area
Email Communication	Dianne Bangle, Geoffrey Tahuahua	RECA

## Economic Development Policy Final Stakeholder Outreach May 8, 2018 - June 22, 2018

**KEY: Same color highlights indicates joint meeting**

Meeting / Presentation Date	Point of Contact	
16-Apr	Charisse Bodisch	Greater Austin Chamber
9-May	Rebecca Campbell	Austin Film Society
10-May	Tamara Hudgins	Girlstart
10-May	Chris Laing	Capital City Innovation
10-May	Daryl Kunik	Springdale General
10-May	Jason Denny	Commission on Veterans Affairs
11-May	Teresa Ferguson	AustinUp
11-May	Janee Briesemeister	Commission on Seniors
14-May	Sarah Tober	Commission for Women
15-May	Rebecca Melancon	Austin Independent Business Alliance
16-May	Ed Latson	Austin Regional Manufacturing Assoc
16-May	Roberto Mosier	Economic Prosperity Commission
16-May	Amanda Rohlich (in lieu of Edwin Marty)	Food Policy Board
21-May	John Riedie	Creative Alliance
21-May	Jaime Castillo	Arts Commission
21-May	Luis Rodriguez	Hispanic Chamber
23-May	Bob Batlan	Austin Interfaith
23-May	Doug Greco	Austin Interfaith
23-May	Sabine Foster	Austin Independent School District
23-May	Cathy Jones	Austin Partners in Education
23-May	Chiquita Eugene	Public Health
23-May	Garrett Groves	Austin Community College
24-May	Kenneth Thompson, Rev. Daryl Horton, Nelson Linder	African American Quality of Life Advi
24-May	Edgar Gierbolini	LGBT Chamber of Commerce
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29-May	Rodney Gonzales	Development Services
30-May	Wayne Knox	Huston Tillotson
31-May	Mark Gilbert, Elliott Smith	Travis County Economic Developmer
1-Jun	Linda Gabriel	Austin Alliance for Economic Inclusio
1-Jun	Nicole Ryf	Office of the Governor

1-Jun	Veronica Briseno, Edward Campos, Tamela Saldana	Small and Minority Business Resource
4-Jun	Kimberly McCarson	Music Commission
5-Jun	African American Quality of Life Advisory Commission	African American Quality of Life Adv
5-Jun	Marina Bhargava	Asian Chamber
5-Jun	Vincent Cobalis	Asian American Quality of Life Adv
22-Jun	Tina Cannon	Greater Austin Chamber Local Advoc
27-Jun	Tamara Atkinson	Workforce Solutions Capital Area
Email Communication	Dianne Bangle, Geoffrey Tahuahua	RECA

**Table 3.** May 31, 2018 Economic Development Policy Wrap-Up Meeting, Final Attendee List

First Name	Last Name	Company
Alexandra	Davis	Alliance for Economic Inclusion
Daniel	Salazar	Austin Business Journal
Tina	Cannon	Austin Chamber
Chris	Engberg	Austin Film Society
Rebecca	Melancon	Austin Independent Business Alliance
Bob	Batlan	Austin Interfaith
BiNi	Coleman	Austin ISD
Maddie	Morgan	Austin Resource Recovery, City of Austin
Mitch	Jacobson	Austin Technology Incubator
Melis	Ozturk	Austin Technology Incubator
Paul	Jensen	Best Medicine Productions
Stephen	Shepard	BOMA Austin
Chris	Schreck	CAPCOG
Chris	Laing	Capital City Innovation
CG	Niquette	Capital City Innovation
Kim	Shipman	Central Austin Management Group
Lara	Foss	City of Austin
Janee	Briesemeister	Commission on Seniors
Dewitt	Pearl	DAA
Ben	Ramirez	Foreign Trade Zone #183 Administrator
Marina	Bhargava	Greater Austin Asian Chamber of Commerce
Eloisa	Alvarez	It's Cleaning Time! LLC
Lance	Dean	Liberty Hill, TX
Jud	McGehee	Lift Fund
Sylvia	Orozco	Mexic-Arte Museum
Carol	Fraser	No Org Listed
Brianna	Frey	No Org Listed
Betsy	Greenberg	No Org Listed
Clifford	May	No Org Listed
Nina	Murrell	No Org Listed
Mick	Normington	No Org Listed
Mindy	Raymond Benson	No Org Listed
Lindsey	Ashley	Office of the Governor

Ali	Nichols	Office of the Governor
Sam	Alexander	Order Register
Jennifer	Millspaugh	PhD from London College of Fashion
Mike	Strong	Re:3D
Alex	Bassett	Rude Mechs
Kevin	Brackmeyer	Skillpoint Alliance
Jessica	Wolff	Workers Defense





### Council Question and Answer

Related To	Item #23-25	Meeting Date	June 28, 2018
Additional Answer Information			

#### QUESTION/ANSWER:

##### QUESTION:

Staff compiled Council Member questions and feedback collected during the June 26, 2018 Work Session (transcript provided) and grouped them to deliver concise responses.

##### ANSWER:

Q.1 What programs are not covered under what is being proposed?

A.1 Action by Council June 28, 2018, presents three requests: (1) Agenda Item #23, the Economic Development Guiding Principles and the Chapter 380 Policy Framework; (2) Agenda item #24, the Business Expansion Program Portfolio; and (3) Agenda Item #25, the Locational Enhancement Program. The proposed Economic Development Guiding Principles document and Chapter 380 Policy Framework reflect an overall policy and program structure under which new programs will ultimately be created. The purpose of the Chapter 380 Policy is to set expectations for program elements, such as project evaluation tools, administrative processing of applications, stewardship and Council approval process. The first proposed programs under the newly adopted policy for Council to consider for immediate development are the Business Expansion Program Portfolio and the Locational Enhancement Program. Future programs under EDD's Chapter 380 Policy will be brought forward for Council approval.

Q.2 How would the public be able to reevaluate these programs? What is the reassessment process? How would we know if programs are a success or a failure?

A.2 Under the currently proposed Chapter 380 Policy framework document (see page 12-13), it outlines potential program and project metrics as well as an Annual Update and five-year evaluation process for each program created under Chapter 380 Policy Framework.

The annual review will be presented to Council in a Work Session where both program and project metrics would be analyzed to measure overall program efficacy. Staff will present an evaluation of outcomes including recommended needs and/or resources for Council consideration. The briefing would occur each year to align with compliance monitoring and budget cycle for potential resource allocation.

During the five-year reassessment process, staff would analyze the overall program performance to identify any significant program modification. This will be a comprehensive review of all Chapter 380 programs and performance metrics.

Q.3 How do we ensure transparency and feedback collection along the way?

A.3 Upon approving proposed programs, Council will be provided with information laid out in the program guidelines including minimum requirements, general eligibility, scoring, policy and parameters on exceptions and waivers, incentive allocation options and approval process.

Staff will maintain high standards for transparency which has been awarded perfect scores in previous years by “Good Jobs First” (an incentives watch-dog group.) These best practice standards include: online publication of proposal information on the City’s website, performance-based agreement practices, and an annual and/or “as-needed” compliance process. These standards will be a part of the Economic Development Department’s annual review and five-year reassessment process and report to Council.

Q.4 How will companies understand what is expected of them to participate in the program and what can they expect of the public process?

A.4 Administrative build-out and rule-making process that staff will enter into after authorized by Council will result in materials that present requirements and expectations for program enrollment and compliance. The proposed policy framework and program guideline documents serve as direction for Council consideration from a policy perspective. Separate marketing and communication tools will be designed as a part of the administrative development of the program for potential users/applicants. These can be updated as needed to ensure clear, transparent information to the public and program applicants.

Chapter 380 Policy Framework document (pages 11-12) presents clear expectations for applicants regarding scoring criteria, minimum requirements, exceptions and waivers process and approval process will be provided as part of the early interaction between staff and potential applicant. Feedback received during community engagement reflected a desire for a user-friendly process for applicants.

Q.5 What is the role of Council moving forward?

A.5 **Creation and Approval of Programs:** Council will approve the creation of programs prior to program implementation. Council Agenda Item #24, the Business Expansion Program Portfolio and Agenda Item #25, the Locational Enhancement Program are two such programs for current consideration. Future programs under EDD’s Chapter 380 Policy will be brought forward for Council approval.

**Approval of Proposal Agreements:** Council and the public will be informed of upcoming proposals for consideration in tiers 2 and 3 (see Chapter 380 Policy Framework, page 10). Council will approve final recommended agreements in these tiers.

**Annual Review & Five-Year Reassessment of Programs:** Staff will present an annual review to Council as detailed above and provided in Chapter 380 Policy Framework document pages 11-13.

Q.6 Regarding the proposed tiered system for City Manager and Council approval process, is there a programmatic percentage cap on the number of Tier 1 deals?

- What are the resources identified to initiate this policy and programs?
- Please include what public dollars would be allocated for property tax reimbursements, per-job

allocations and fee waivers and other operational support.

- What is the estimated cost for the Business Expansion Program Portfolio?

A.6 Staff does not currently recommend identifying a cap on the number of Tier 1 transactions in the Business Expansion Program Portfolio Category 1: Existing Local Expansion (or those that create between 5-24 new jobs) until more information is gathered on demand for this program.

In piloting the proposed process, staff will initially implement projects on a “first come, first serve” basis with a limited amount of fiscal resources requested through the FY 18-19 budget proposal process. Staff presented a funding model at the May 8, 2018 Work Session whereby funding secured from revenue-generating projects can fund future programs. Staff will continue to bring forward funding and program recommendations to Council as a part of the budget process informed by market demand.

Q.7 What is the potential incentive amount difference between a per-job allocation and a property tax reimbursement?

A.7 The difference in these two incentive allocation types would vary widely dependent on the program and project parameters. For example, if a company applying for such an incentive will be adding new jobs, but will not have a capital investment expenditure in the project, then staff administrators would look to recommend a per-job incentive allocation, as in this case a property tax reimbursement would not be appropriate in light of the project’s parameters. Conversely, for example if a company applying for such an incentive will be adding some amount of jobs, but the main value of their project comes from a high level of capital expenditure in the form of a new building, then it would be more appropriate for staff administrators to consider a property tax reimbursement incentive allocation.

Q.8 How would Tier 2 be brought forward to Council?

A.8 Under the currently proposed Business Expansion Program Portfolio approval process (page 22-23), Tier 2 is inclusive of incentive proposals valued above City Manager spending authority and below \$5,000,000 net benefit value for city or \$200,000,000 project capital investment. These incentive proposals, with all appropriate and related back-up materials, would be included on the City Council meeting agenda through a Recommendation for Council Action. The agreement is executed upon Council approval.

Q.9 Would Tier 3 follow the Council approval and public hearing process?

A.9 Under the currently proposed Business Expansion Program Portfolio approval process (page 22-23), Tier 3 is inclusive of incentive proposals valued above \$5,000,000 net benefit value for city or \$200,000,000 project capital investment. These incentive proposals, with all related back-up materials, would be included on the City Council agenda as a time-certain item accompanied by a staff presentation. Two Council meetings provide an additional opportunity for a public hearing on the item. EDD staff has conducted the following process for public distribution of information: issuance of a press release, posting of proposed incentive package information to the Economic Development website, the opening of an online comment porta. The agreement is executed upon Council approval.

Q.10 What are we specifically letting go of with the revised policy?

A.10 Council’s action provides for an expanded policy framework that allows for a more versatile, market responsive program portfolio to be created at Council’s direction. The expansion of the policy allows for the creation of programs that support inclusive economic growth. The community benefits and values are reflected in the replacement policy and programs, flexible framework to allow Council to create partnerships that help to address rapidly changing economic conditions and community needs. An agile framework also allows for maintaining thorough project evaluation, sound administrative oversight, stewardship and council approval.

See below (on the following page) a summary of policy differences in current Chapter 380 Performance-Based Contracts Policy (2003- to 2017) versus the newly proposed Economic Development Policy (2018).

Comparison Item	2003	2018
Policy Theme	Prosperity-focused incentives for projects that create: <ul style="list-style-type: none"> <li>• High-level of capital investment (&amp; generate tax-revenue)</li> <li>• High number of jobs at high wages</li> </ul>	Equitable prosperity, affordability and locally-focused incentives for projects that create: <ul style="list-style-type: none"> <li>• Locational Enhancements (place-making, micro-community development reflecting hyper-local community values)</li> <li>• Workforce Development</li> <li>• Quality Jobs</li> <li>• Equity &amp; Diversity</li> <li>• Quality Investment</li> <li>• Transportation</li> <li>• COA Revenue (Taxes &amp; Utilities)</li> <li>• Equitable Hiring Practices</li> </ul>
Policy Eligibility	“One Size Fits All” approach with regulations in place that only allowed large corporate employers to receive incentives (and comply with those regulations) resulting in a small number of qualified applicants that excluded a large portion of the business community	Offers scalable regulations, including appropriate waivers for certain regulations that were perceived as particularly burdensome for small businesses. Allows for small, local businesses to receive incentives in exchange for expanding and reflecting Austin’s values. Eligible businesses include new and <i>existing</i> large and <i>small</i> businesses under the newly proposed Business Expansion Program Portfolio, with scaled tiers for requirements with the smallest projects requiring the least amount of regulation: <ul style="list-style-type: none"> <li>• Tier 1: Adds 5 – 24 new jobs</li> <li>• Tier 2: Adds 25-74 new jobs</li> <li>• Tier 3: Adds 75+ new jobs</li> </ul>
Policy Job Creation	Job profile provided incentive consideration for high-skill and high educational attainment jobs only. (This policy aligned with the State’s wage threshold of providing incentives to adding jobs that paid over ~\$65K/yr)	Offers option to incentivize employers who create jobs including small, local companies that align with community values and amplify outcomes for our city, especially those employers who hire “hard-to-employ” individuals at a living wage. (This new policy allows for the City of Austin to act independently of the State’s incentive

			policy by creating programs to achieve our own local objects for hiring.)	
	Policy Process	“One Size Fits All” approach with regulations perceived and experienced as burdensome (by applicants who either chose another location for their business expansion project, or by those companies receiving Chapter 380 incentives electing to terminate their agreement), thereby excluding small businesses who are not able to comply. This policy also included a lengthy and inflexible Council approval process that moved slower than the speed of business.	Offers a scalable, user-friendly process that allows for all users to quickly move through the administrative evaluation process and execute a proposal that better reflects the expansion project timeline. The approval process for smaller incentive amounts, reduces public process for mid-sized incentive awards and retains public and Council approval process for the largest incentive packages.	
	Policy Expansion	One program is offered through Chapter 380 Performance-Based contracts Policy, where eligibility and regulation requirements limit the type and amount of users, limiting this programs ability to produce community values reflective of current challenges at scale.	Allows for niche program development to address a diversity of community needs, the development of needed public, private partnerships and offers the opportunity to better collaborate across the City of Austin as an organization to support many challenges facing the business community and the community workforce. Examples of this future niche program development under the new proposed Economic Development policy could include programs to address gaps in the Food Sector, develop Loan Programs, programs to address commercial affordability, facility upgrade programs and other needed tools.	

Q.11 The waiver provisions language, as written, is too open-ended, specifically health insurance, living and prevailing wage, etc.

A.11 With the creation of niche-programs that achieve specific objectives, for example the Business Expansion Program Portfolio Category 2 Opportunity for Employment, it will be necessary to waive certain requirements that would prevent the achievement of the objectives of the program. Every economic development policy objective cannot be achieve in one program, or one agreement. Instead, the new approach would examine programs as a holistic portfolio, with each program achieving different outcomes and having different requirements.

In addition, language amendment proposed to Chapter 380 Policy Framework document (including program guideline documents) will include new General Exceptions and Waivers process: “In all cases for all categories and programs, an applicant requesting a waiver must provide written justification for granting the requested waiver. These justifications will be posted along with the other material related to evaluation of the proposed project.”

Q.12 Please post the newly revised Exceptions and Waivers process for Council Member consideration.

A.12 Language amendment proposed to Chapter 380 Policy Framework document (including program guideline documents) to include new elements of an Exceptions and Waivers process:

- **General Exceptions and Waivers Process:** *“In all cases for all categories and programs, an applicant requesting a waiver must provide written justification for granting the requested waiver. These justifications will be posted along with the other material related to evaluation of the proposed project.”*
- **Review Process:** *Council will receive a communication from staff prior to agreement execution if an exemption or waiver has been requested for incentive deals at or beneath the City Manager spending authority. If the incentive package is above City manager authority, information regarding the exemption being requested and accompanying justification would be provided to council for approval.*
  - Example: A company applying for Category 2: Opportunity for Employment incentive consideration would potentially look to hire an employee beneath the living wage requirement (which would put that employee at risk for no longer receiving other public sector benefits, such as Medicaid.) In this scenario, the company would submit a written justification for requesting an exemption to the living wage requirement. If that incentive amount was beneath the City Manager spending authority, a memo would be sent to City Council informing them of the requested exemption prior to the agreement execution.
- **Business Expansion Program Portfolio, Category 1 Existing Local Expansions:** *Language amendment to add “For Tier 2 Project (25 – 74 jobs created) to receive consideration for a waiver of a Minimum Requirement or General Eligibility, the Project Score must reach the minimum threshold of 60 or above. For Tier 3 Projects (75 and above jobs created) to receive consideration for a waiver of a Minimum Requirement or General Eligibility, the Project Score must reach the minimum threshold of 80 or above.”*
- **Business Expansion Program Portfolio, Category 2 Opportunity for Employment:** *Language amendment to add “Exceptions and Waivers of a Minimum Requirement or General Eligibility will only be considered for the jobs in the project that are filled by the Hard-To-Employ population.”*
  - Example: a company that creates 50 new jobs, 25 of which are recruiting from the “hard-to-employ” population, and an exception is requested for living wage, staff would only consider an exception for the jobs filled by those who are considered “hard-to-employ.”
- **Business Expansion Program Portfolio, Category 3: External Relocations:** *Language amendment to add “Any External Relocation applicant must receive a project score of 80 or above to receive consideration for a waiver of a Minimum Requirement or General Eligibility.” In addition, “all Category 3: External Relocations, regardless of size that also request an exception or waiver will be treated as Tier 3 projects that go through Council review and public hearing approval process.”*

Q.13 Make sure that exemptions and waivers don’t jeopardize the spirit of wage requirements.

A.13 Further clarification from the Legal department regarding wages has prompted the following language amendment to the Chapter 380 Policy Framework document, page 5:

*“For the redevelopment of public or formerly public land, contractors and subcontracts are required to pay wages as requirement by Council in 2016, and any subsequent ordinances amending this one.”*

*"All construction work on the project, even if the project does not occur on public land or formerly public land, must comply with the City's established prevailing wage program that is used on City of Austin public works projects."*

In addition, see revised Exception and Waiver provisions outlined above addressing further clarification on both general and program-specific requirements.

Q.14 Why have we altered the MBE/WBE requirements in this policy?  
Are there exceptions/waivers for construction or workers standards?

A.14 As directed by community and stakeholder feedback, staff recommends and adjustment to the placement of MBE/WBE requirements in appropriate programs and categories to better address flexibility and the needs of smaller projects and a variety of business types. The MBE/WBE compliance process was found to be burdensome, costly and prevented small projects from being able to participate in this program. The focus for the new program is to connect employment and quality working environments to small and local business with expansion opportunities. Potential users of this program will span a wide range, but this flexibility will allow small/local firms, to mom-and-pop shops, to growing start-ups, to access these opportunities. See proposed language amendments below.

Language amendment proposed Business Expansion Program Portfolio document Category 1 Existing Local Expansions:

Replace current language in "General Eligibility" Section, page 7 to reflect:

*"Projects that deliver less than 75 jobs are encouraged to participate in the MBE/WBE Ordinance through the Minority-Owned and Women-Owned Business Enterprise Procurement Program. Projects that deliver more than 75 jobs are required to comply with the MBE/WBE Ordinance through the Minority-Owned and Women-Owned Business Enterprise Procurement Program."*

Remove current language in "General Eligibility" Section, page 7:

*"unless this requirement is waived through the exception process (see Program Guidelines 'Exceptions/Waivers' section.)"*

Remove current language in "General Eligibility" Section, page 7: *"City of Austin's MBE/WBE Ordinance: This waiver exempts private entities from participating in the Minority-Owned and Women-Owned Business Enterprise Procurement Program."*

Language amendment proposed Business Expansion Program Portfolio document Category 2 Opportunity for Employment:

Replace current language in "General Eligibility" Section, page 13 to read *"Projects that deliver less than 75 jobs are encouraged to participate in the MBE/WBE Ordinance through the Minority-Owned and Women-Owned Business Enterprise Procurement Program. Projects that deliver more than 75 jobs are required to comply with the MBE/WBE Ordinance through the Minority-Owned and Women-Owned Business Enterprise Procurement Program."*

Language amendment proposed Business Expansion Program Portfolio document Category 3 External Relocations:

Remove current language in “General Eligibility” Section, page 16:

*“unless this requirement is waived through the exception process (see Program Guidelines ‘Exceptions/Waivers’ section.)”*

In addition, see revised Exception and Waiver provisions outlined above addressing further clarification on both general and program-specific requirements.

Q.15 Consider adding a MBE/WBE certification to bonus qualifiers.

A.15 Note this correction of initial response staff made to Council during the June 26, 2018 Work Session:

During the Work Session with Council, staff indicated it would be feasible to amend current policy language proposed for all categories across the Business Expansion Program Portfolio document to include a bonus qualifier that reads: “The company is a certified MBE/WBE firm.” Staff has connected with the Legal department and SMBR to determine the legality of this bonus. Legal is prepared to address this question during the Council Meeting.

Q.16 Where does it outline the process for calculating the net benefit value in the policy?

- Where is WebLOCI identified as a cost-benefit analysis tool in this policy?

A.16 While WebLOCI is a platform that can be used in some applications of a cost-benefit tool, it is not the only cost-benefit tool that is used by staff to measure fiscal impact (see page 7-8 of the Chapter 380 Policy Framework document requires staff develop these tools that fit the anticipated project specifications.) Staff will utilize the WebLOCI platform to analyze those projects for Business Expansion Program Portfolio Category 1 Existing Local Expansions and Category 3 External Relocations. Staff will develop a simplified tool to analyze cost-benefit associated with Category 2 Opportunity for Employment since the scope of these projects is outside the capabilities of the WebLOCI tool.

Q.17 Where do we specifically address the requirement of a “but/for”?

A.17 Staff will amend the Chapter 380 Policy framework document (for ultimate inclusion in all future program guidelines) to add the minimum requirement requesting “Establishing of ‘But/For’ Statement.”

In the Business Expansion Program Portfolio document, this new minimum requirement would read:

“Establishment of ‘But/For’ Statement: Applicant must credibly provide evidence that the incentive either fills a gap that creates desirable outcomes (such as allowing new job creation at small, local business and/or for the ‘hard-to-employ’ population) or addresses a competitive position around a relocation or expansion project that is considering viable alternative sites outside of Austin.”

Q.18 Why does Council need to consider the adoption of all three agenda items (#23, 24 & 25) at the same time versus prioritizing item 25?

A.18 While the conversation with the community was opened to address location-based needs, the primary way for achieving economic development objectives is to work with private companies to secure jobs and investment. Feedback staff received from the community and stakeholders was focused and ultimately informed the Business Expansion Program Portfolio Guidelines.

Staff is prepared to work with a consultant to further development Locational Enhancement Program guidelines based off of the foundations set by the Business Expansion Program Portfolio. This information is needed to inform how the City plans to interact directly with businesses to achieve outcomes, identify where investment



should be directed, and determine needs and methods for closing the financial gap in socially-conscious projects in order to secure commercial affordability.

Q.19 Why do we need to repeal a piece of a previous ordinance in order to do a study (related to Locational Enhancement Program Development #25)?

A.19 Before expending additional staff time and resources exploring such work, staff's position is that it is fiscally prudent to receive Council approval for the repeal of a specific ordinance that currently prevents investment in mixed use projects that include a retail component that would ultimately be a key recommendation in a new Locational Enhancement Program.

Q.20 Is the scoring mechanism for the Loan Program developed yet?

A.20 Staff outlined the Loan Program Structure framework in advance of bringing to council specific loan programs. These program components mirror that of the Grant Program structure in order to maintain consistency for public process, administrative process. Council can expect to receive Loan Program guidelines in the future as they are developed. This includes potentially modifying existing Loan Programs, such as the Music Venue Assistance program and the Business Retention and Enhancement Program. Any related scoring mechanism would be developed during the administrative rule promulgation process after program guidelines were approved by Council (see Chapter 380 Policy Framework document, pages 14-15.)

Q.21 Within the Business Expansion Program Portfolio document, there does not appear to be a small business or local company focus reflected in the minimum requirements, general eligibility, scoring or bonuses.

A.21 The values and priority goals of the Business Expansion Program Portfolio Category 1 Existing Local Expansions seeks to connect employment and quality working environments to small and local business with expansion opportunities (see Business Expansion Program Portfolio document, page 7). The General Eligibility is tiered to allow for smaller business expansion projects. The approval process is also designed to expedite the process for small businesses, (see Business Expansion Program Portfolio document, page 22-23.)

Q.22 This policy does not incorporate business stabilization.

A.22 Business stabilization and retention is separate from business expansion. New programs to address retention/stabilization would primarily be created from the development of Locational Enhancement programming, containing the potential for commercial stabilization. Additionally, Economic Development would look to bring forward these types of grant programs once revenues are generated through initial Business Expansion program implementation so more of these programs are sustainable for the City of Austin.

Q.23 Micro-businesses are not included in this policy.

A.23 According to Bureau of Labor Statistics, micro-businesses are defined as entities that have 1-4 employees. The Business Expansion Program portfolio does not explicitly exclude those businesses availing themselves to either Category 1 Existing Local Expansions or Category 2 Opportunity for Employment.

Q.24 The Business Expansion Program Portfolio does not explicitly focus on small businesses only, opening up the possibility for big business adding a small number of jobs and availing themselves to this type of incentive.

- A.24 See recommended “But/For” question above: Staff will amend the Chapter 380 Policy framework document (for ultimate inclusion in all future program guidelines) to add the minimum requirement requesting “Establishing of ‘But/For’ Statement.”

In the Business Expansion Program Portfolio document, this new minimum requirement would read:

“Establishment of ‘But/For’ Statement: Applicant must credibly provide evidence that the incentive either fills a gap that creates desirable outcomes (such as allowing new job creation at small, local business and/or for the ‘hard-to-employ’ population) or addresses a competitive position around a relocation or expansion project that is considering viable alternative sites outside of Austin.”

- Q.25 Under the Bonus Criteria, specifically “sourcing the procurement of local art”, is not enough to incorporate the support of creative businesses.

- A.25 Language recommended in the proposed Business Expansion Program Portfolio was provided directly from the Arts and Music Commissions. Staff will work with the applicable commissions to refine this type of bonus in the rule-making portion of the administrative development of the programs proposed.

- Q.26 It was advised that program development should not focus on “healthy food”, but more specifically “grocery stores”.

- A.26 As originally outlined during the December 5, 2017 and subsequent May 8, 2018 Council Work Session, staff identified a variety of potential areas where Chapter 380 programming is needed and could be developed and used. By adopting Council Agenda Item #23 (the Economic Development Guiding Principles and the Chapter 380 Policy Framework), it allows staff to come back with additional programs. One of which could focus on Community Health and Preservation for affordability and social benefits. This potential program, according to Council input validated by the community feedback staff received during the incentives policy revision outreach process, did indeed include the future development of a Chapter 380 program that could deliver needed goods and services in underinvested areas.



Economic Development Staff conversations are currently underway with Austin Public Health, the Office of Sustainability as well as Travis County to commission a Food Sector Scope to further develop a full-bodied program for the delivery of these types of community benefits. As a part of the adoption of the new Economic Development Policy and future Locational Enhancement Program development, this scope would inform a food sector strategy to include a variety of retail formats in which the City could participate.

Q.27 Regarding the Locational Enhancement Program, assign a date for the delivery of this program?

A.27 Pending the commission and conclusion of the Locational Enhancement Program development work with a qualified consultant, staff would like to return to Council with an update and potentially a strategy recommendation as soon as possible within the next fiscal year. Suggested date for staff to provide an update to council is October 2018.

**Transcript of Council Member Questions (grouped and addressed in above responses):**

**Alter**

- What programs would not be covered under what is being proposed
- How would the public be able to reevaluate these programs
- What is the reassessment process
- How would we know if programs are a success or failure
- What is the role of Council moving forward?
- Recommends more transparency for council and potential companies to better understand – would like to have conversations to better flesh this out.
- What programs are we letting go?
- Answer the 'But for' question
- Helpful to have the next steps for Council on each of the pieces
- Property versus job incentive – how much could property tax incentive be?
- What resources would need to be needed to take next steps
- Supports postponement –
- Item 25 – why do you have to waive it in order to the study and why is the study in an ordinance

**Garza**

- Q&A Question Pending – what feedback did you receive regarding the final proposal from the community and from whom and from council did you receive feedback? And how was the staff being proposed to council? How has it been changed to respond to that feedback?
- Some programs will no longer have MBE/WBE requirements is that correct?
- How does postponing this item hurt?
- Could you ask for market information through the proposed budget
- Grocery store incentivizing

**Kitchen**

- Item 24: Business Expansion Program
  - Not seeing the small business local company focus or included (expected minimum requirements or general eligibility or the scoring); there's no bonus for being a small or local business
  - No specific goals listed for Tier 1 number of businesses that would gain assistance
  - This is not about business stabilization – unless we can consider think about language ...language that's at least flexible enough that if a small business has a plan for expansion but they've got some threshold steps first that they could still qualify or perhaps we could even help them with the threshold steps. So I'd want to be looking for some language like that. And also, you know, five new jobs is a lot. For a small business. So, you know, that's okay. But I just want to point out that that's -- when we say five to 24 we're not talking about the microbusinesses.
  - Bonus qualifiers local and music arts needs to be clearer
  - Concerned about how the bonus qualifiers play in here. How will the bonus qualifiers be weighted – has language to suggest
  - Waiver provisions: may suggest some language. Open ended about the ability to waive is of concern

- Item 25: Locational Expansion Program
  - What is the date that it will come back to Council – suggests an October deadline
- Suggests going forward with Item 25: locational enhancement program
- How will comments from Kitchen for staff in August slow down project

#### Mayor Adler

- Be explicit about the 'But for' – a community benefit we would not be able to realize
- Waivers – language that is more explicit (please post or share with Council offices)

#### Renteria

- On page 5, pertaining to what most of my colleagues have been talking about, about the waiver. And the way I read on page 5 is that per city council direction program the program may include. And it goes into job wage, liveable wages, partnership benefit provisions and promoting the well-being of workers. Where would that be a situation where that might be waived.

#### Pool

- Tier 1: Limitations of the number of incentives that go out through Tier 1 which requires no Council approval
- Is there a reporting back to Council semi-annually?
- Tier 2: what is the public hearing process for this tier
- Tier 3: would go through a public hearing correct
- Supports small business feedback from Kitchen
- Wants to suggest MBE/WBE participation – are there bonus points if you come to the table as a Minority or Women owned business
- Support postponing into August
- What page is the public subsidy piece, net benefit value (page 7 and 8) - What I would like to see also is a way to include what additional dollars, public dollars might be put into this taxpayers, fee waivers, expedited permitting, to the extent that that is relevant to the different -- to the specific application, so I'd like to see that in there. And that goes to transparency, of course. And then what I think I

#### Mayor Pro Tem Tovo

- Supports postponing
- Estimate of potential cost for proposed expansions for the 380 agreements
- What would be the plan for funding in year 1
- Specifics scoring the evaluation criteria for the loan program – when would you roll out? Timetable for criteria?
- Would the additional criteria come back to Council for approval
- Shares exemption feedback from colleagues – wrestling with removing minimum requirements
- Waiver process – are construction or labor standards able to be waived? (**Follow Up**)
- Clearly laid out who is the final arbiter of those waivers, which are administrative and which are coming to council. And then I just wanted to touch for a moment on the retail and I know that -- you've been very clear each time you've laid it out before council that we would be repealing the current prohibition that was kind of along community discussion that led to no longer doing subsidies for retail activity.
- **Follow up** on where the language exists regarding retailers that the market is not supplying?

#### Casar

- Super majority requirement – is that in our currently policy?
- Information on health care benefit questions Casar received and sent to you
- Waiver – concerns with waivers on worker side or sub minimum wage work (has more questions on this to share)
- the 2013 pool and it does say that the metrics were required by a majority of council as part after 380 agreement. So it seems like potentially what is posted right now is just a question moves us back from that two-thirds majority vote to a different standard. I'm not speaking about how we should incorporate that information into what we're talking about, but I did want to clarify that it does seem like that's what the council passed.

#### Cronk

- we can answer the questions and concerns that were raised here. So we will certainly make ourselves available and ensure that we are thoroughly answering those questions. And two, I would -- my preference from management would be to moving this forward, but if there are pieces that through this discussion we could pull airboats they require more -- pull out because they require more attention, we will see if we can package it in a different way. Let me get back to you on that before making a recommendation.



## Recommendation for Action

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**File #:** 18-2540, **Agenda Item #:** 25.

6/28/2018

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### **Agenda Item**

**Agenda Item #25:** Approve an ordinance repealing Part 2 of Ordinance No. 20090312-005 to the extent necessary to authorize the City Manager to develop the Locational Enhancement Program for Economic Development under Chapter 380 of the Texas Local Government Code and to return to council with this program for Council review and possible approval.

### **QUESTION:**

Please explain why the repeal is necessary now instead of when staff comes back to Council with the planned research.  
COUNCIL MEMBER ALTER'S OFFICE

### **ANSWER:**

Economic Development Department staff recommends repeal of the amendment that eliminates economic development incentives for private, large scale mixed use projects that include a retail component to ensure there is legal clarity in place for staff to recommend the allocation of necessary resources to develop program guidelines for this types of incentive transaction in the future. This includes a solicitation for an external contractor to perform a market analysis related to the proposed programs. The contract will also make recommendations regarding program structures to achieve desired results for location based programs that can address affordability for a number of small business initiatives. Upon Council approval of these ordinances, EDD staff anticipates bringing final program guidelines to City Council next fiscal year for approval prior to final implementation.



# City of Austin

301 W. Second Street  
Austin, TX

## Recommendation for Action

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**File #:** 18-2526, **Agenda Item #:** 27.

6/28/2018

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### Agenda Item

**Agenda Item #27:** Approve a resolution relating to the City Manager's recommended bond package for a November 2018 General Obligation Bond election.

### QUESTION/ANSWER:

See attachment.



### Council Question and Answer

Related To

Item #27

Meeting Date

June 28, 2018

### Additional Answer Information

#### QUESTION/ANSWER:

##### QUESTION:

Would the proposed needs for the Dougherty qualify for funding from COs? Please provide detail. What locations would be covered by the proposed signals projects? Please provide detail on projects for the proposed Vision Zero funding. Please clarify if there is any duplication of projects amongst projects already funded through the 2016 Mobility Bond. Please provide detail on the timeline for the sidewalk projects proposed here in comparison to those in the 2016 Mobility Bond program. Please provide a detailed list of street reconstruction projects.  
COUNCIL MEMBER KITCHEN'S OFFICE

##### ANSWER:

1) Would the proposed needs for the Dougherty qualify for funding from COs? Please provide detail.

To the extent that the proposed needs for the Dougherty are solely to purchase a new site and build the same general park facility as is currently operated, state law authorizes this as an lawful use of Certificates of Obligation (COs). If the project changes, such as becomes an economic development project, general obligation bonds would be the appropriate funding source.

From a City policy perspective, the approved financial policies that Council adopts with the City Budget for General Obligation Debt (both voter-approved property tax backed debt and non-voter-approved property tax backed debt) includes the following:

*It is the City's priority to fund capital expenditures with cash or voter-approved debt. However, non-voter-approved debt may be used for capital expenditures as an alternative to lease/purchase or other financing options if the capital expenditure is:*

- *Urgent;*
- *Unanticipated;*
- *Necessary to prevent an economic loss to the City;*
- *Results in an economic gain to the City within a reasonable time; or*
- *Non-voter approved debt is the most cost effective financing option available.*

In regards to Dougherty, Council has not made a finding that the need meets the policy. Therefore, at this time, staff recommends use of general obligation bonds as the best financing source for these needs.



Please note that, in regards to the other prospective Fiscal Year 2018 Bond projects, the application of this policy largely hinges on the definition of “urgent.” Thus, for example, the fire stations were found by council to be an urgent public safety need by the Austin Fire Department and Finance staff therefore recommended the use of Certificates of Obligation.

## 2) What locations would be covered by the proposed signals projects?

This proposed funding would be a “bucket” of funds, from which projects would be funded citywide. If approved by voters, project locations will be identified using existing prioritization processes based on traffic signal warrants, need, lifespan of equipment, etc.

The proposed 2018 Bond staff recommendation includes funding for the following traffic signal and technology programs and projects. The “universe of needs” for traffic signals and the Automated Traffic Management System is \$71 million ([as detailed in the April 16th memo](#)). Staff requests \$37 million (48% of current need) through the 2018 bond for traffic signal programs/projects, as follows:

- Traffic Signals and Signal System - \$9,100,000  
Includes funding for new signal installations, enhancements to the signal communications system, modifications and upgrades to existing traffic signal infrastructure and software, and battery backups
- Signal Safety Improvements - \$4,300,000

Includes emergency vehicle preemption software and equipment, power-source modernization, accessible pedestrian signals, and retroreflective backplates to improve signal visibility.

- Mobility Improvements - \$1,600,000

Includes vehicle detection equipment, traffic monitoring equipment (i.e., closed circuit cameras) and real time transit signal priority reporting.

More specifically, for example, for new signals alone there are about 168 traffic and 158 PHBs requests in some phase of evaluation; this funding would complete approximately 36 signals (\$9.1M/ ~\$250,000 per signal), plus other hardware, software and infrastructure outlined above. More detail and descriptions of the technology can be found in the [April 16<sup>th</sup> memo](#).

## 3) Please provide detail on projects for the proposed Vision Zero funding.

As with signals, this proposed funding would allow for a systems-based approach to addressing safety citywide. Locations would be determined based on established prioritization processes described below.

The proposed 2018 Bond staff recommendation includes funding for the following Vision Zero/Transportation Safety programs and projects. The “universe of needs” for Vision Zero/Transportation Safety is \$160 million. Staff requests \$35 million through the 2018 bond for traffic signal programs/projects, as follows:

- Major Intersection Safety Projects – \$11,000,000  
Includes funding for intersection safety improvements at approximately 10 of the highest crash intersections in Austin. Typical safety improvements may include intersection reconfiguration and reconstruction, construction of new or modification of existing median, improvements to pedestrian and bicycle facilities, and/or construction of traffic and pedestrian signals. Locations will be determined through multiple factors, including average crash frequency, crash rates, fatalities, traffic volume, and crash severity. As these factors may change over the life of the bond, locations will be identified based on the most recent data available at the time of project development.

- Pedestrian Safety Improvements - \$3,500,000

Includes funding for high-impact, cost effective pedestrian safety treatments such as concrete refuge islands, rapid flashing beacons, raised crosswalks or curb extensions at 80 to 120 locations across the city. Locations would be determined based on the Pedestrian Priority Network, as described in the Pedestrian Safety Action Plan which considers factors related to crash history, risk and demand for walking. Projects will be prioritized based on available funding and efficiencies gained through coordination opportunities (such as coordination with routine maintenance or transit accessibility needs). As these factors may change over the life of the bond, locations will be identified based on the most recent data available at the time of project development.

More detail and descriptions of the programs can be found in the [April 16<sup>th</sup> memo](#).

4) Please clarify if there is any duplication of projects amongst projects already funded through the 2016 Mobility Bond.

This question was addressed in detail in an [April 16<sup>th</sup> memo](#). As stated in that memo, in a majority of the programs there really is no overlap since the funding from each source addresses different elements of our Transportation Infrastructure. In 2016, staff developed several alternatives ranging from \$250 million to \$720 million for Council's consideration for Bond funding. All of the alternatives included a mix of Capital Renewal projects/programs and Mobility projects/programs. The "Capital Renewal" projects/programs generally focused on renewing existing transportation infrastructure that is beyond the scope of repair and maintenance techniques and thus needs capital funding while the "Mobility" projects/programs generally focused on enhancing existing corridors or adding new infrastructure with the goal of improving mobility and providing congestion relief through capacity improvements for all transportation modes. Working within the financial constraints at that time, staff developed 2 alternatives for the \$720 million bonding level. The first was a "blended alternative" that would have dedicated \$100 million to "Regional Mobility", \$344.5 million for "Corridor Mobility", and \$275.5 million to "Local Mobility" (with \$180 million of the Local Mobility funding for Capital Renewal). Staff's "enhanced corridor alternative" would have dedicated \$93.5 million to "Regional Mobility", \$471.5 million for "Corridor Mobility", and \$155 million for "Local Mobility" (with \$67 million of the Local Mobility funding for Capital Renewal). The voters ultimately approved a version more focused on "Mobility" than "Capital Renewal" with \$101 million for Regional Mobility, \$482 million for Corridor Mobility, and \$137 for Local Mobility (with only \$11 million of the Local Mobility funding dedicated specifically for Capital Renewal). The table below summarizes the funding allocation described above.

**2016 Bond Package Alternatives**

<u>Alternative</u>	<u>Regional Mobility</u>	<u>Corridor Mobility</u>	<u>Local Mobility</u>
Staff "Blended"	\$100M	\$344.5M	\$275.5M (\$180M for Capital Renewal)
Staff "Enhanced Corridor"	\$93.5M	\$471.5M	\$155M (\$67M for Capital Renewal)
<b>Voter Approved Bonds</b>	<b>\$101M</b>	<b>\$482M</b>	<b>\$137M (\$11M for Capital Renewal)</b>

The 2016 Mobility Bond approved by the voters dedicates the \$11 million Capital Renewal funding for the preliminary engineering and design (no funding for construction) for two projects (Fallwell Lane and the William Cannon Drive Bridge over the Union Pacific Railroad) and 9 sub-standard street projects. So, the package that the Council ultimately chose to put forward for voter consideration in 2016 was primarily focused on mobility needs rather than capital renewal needs. With this very small funding for Capital Renewal in the 2016 Mobility Bond, staff is now again requesting funding for the core maintenance functions termed "Capital Renewal" for the 2018 Bond.

5) Please provide detail on the timeline for the sidewalk projects proposed here in comparison to those in the 2016 Mobility Bond program.

The 2016 Bond provided funding primarily for new sidewalk, sidewalk connections, and curb ramps. The proposed funding for the 2018 Bond would be used to address Capital Renewal projects in line with the ADA Transition Plan by **rehabilitating and replacing existing sidewalks and curb ramps that are functionally deficient** and thus not ADA compliant. We have identified approximately \$330 million in sidewalk rehabilitation needs and requested \$20 million in the 2018 Bond (~6% of need).

The Contract with the Voters for the 2016 Bond directs the City Manager to complete the bond within eight years after voter approval. We anticipate the sidewalk funds from the 2016 Bond will be exhausted in 2024. We anticipate that both funds (2016 and 2018) will be able to be used simultaneously throughout the City to increase connectivity and condition of sidewalks in Austin. If approved by voters, we anticipate that the 2018 Sidewalk Rehabilitation funds would be exhausted within the same timeframe as the 2016 Mobility Bonds. Of course this timeline will be dependent on weather, contractor availability and commitments to other, ongoing or unanticipated capital needs.

6) Please provide a detailed list of street reconstruction projects.

This proposed street reconstruction/rehabilitation funding would be a “bucket” of funds, from which projects rated in poor (“D”) or failed (“F”) condition would be funded citywide based on need, roadway conditions, and coordination with other infrastructure needs (Water/Wastewater, Austin Energy, Storm water, Sidewalks, etc.) much like with the Local Mobility Program funding in the 2016 Bond. The total need for street reconstruction, not including bridges or sidewalks, is \$777 million, or approximately 2,000 lane miles of roads in D and F condition. The recommended \$75 million for the program would fund rehabilitation of approximately 200 lane miles of roadways in D and F condition. No project location list has been identified at this time.

**QUESTION:**

Explain why the Cultural Centers were pulled out of the Parks and Recreation category.

If there are multiple phases in their plans, how much would be needed, for each cultural center, to execute their first next phase? Regarding the proposed Dove Springs Health Center, has the option of cost sharing with Central Health been explored? Please provide detail. Is the proposed spend for a completely new facility or an addition to the Dove Springs Rec Center? Regarding the entire proposal, and projects, have there been any other funding mechanisms explored? If so, which projects are eligible for other funding options aside from GR bonds? What are those other funding options? Also, which projects have been identified as not eligible for any other funding option?

What is the capacity of each department to be able to take on more work via the 2018 Bond?

COUNCIL MEMBER HOUSTON’S OFFICE

**ANSWER:**

1) Explain why the Cultural Centers were pulled out of the Parks and Recreation category.

The Rolling Needs Assessment of the Long-Range CIP Strategic Plan is the primary set of information used for determining which projects and programs are included in the 2018 Bond Development proposal. This annual plan, formerly under management of the Capital Planning Office, has provided the necessary framework for determining the universe of CIP needs through a thoughtful and iterative process, incorporating feedback from staff across all divisions of the Department. Using this data, PARD considered the diverse range of facilities, the vast needs for capital reinvestment across all asset types, and the intense nature of park advocacy, before taking a thorough and deliberate approach in prioritizing park projects for the Bond proposal. PARD’s goal was to establish a fair and defensible request for CIP funding across a wide range of asset types. While the merits of a major cultural facility replacement/renovation is a worthy investment, the original PARD proposed Bond Package did not include any of the cultural centers. It did however, include an arts center, the Dougherty Arts Center (DAC). The proposed project at the DAC will replace the existing building at a new location and provide expanded programmable space to meet the increased user demand. The services provided at the DAC are closely aligned with the recreational programming function of PARD and less so with the functions of cultural centers.

The decision to not include any of the cultural centers was not made lightly. PARD considered previous cultural center investments in comparison with other previous investment programs and used the facilities assessment data from the Rolling Needs Assessment of the Long-Range CIP Strategic Plan.

Through community advocacy, funding for the cultural centers was included in the proposal as its own proposal; the rationale being that Cultural Centers are unique facilities with the unique purpose of furthering culture based education, history and art.

2) If there are multiple phases in their plans, how much would be needed, for each cultural center, to execute their first next phase?

The proposed funding for each PARD operated Cultural Center considers the estimated funding needed to complete specific elements of the master plan or to address specific identified facility restoration/renovation issues. These are outlined below and in the attached summary proposal:

Mexican-American Cultural Center (MACC) - Funding is for the completion of a single phase of the recently approved master plan- estimated to cost approximately \$15 million. The estimated cost for all phases of the recently approved master plan is \$40 million. The \$15 million represents a little more than a third of the total estimated cost, and will address top priorities identified in the master plan including general renovations to the existing building, renovation of the auditorium, expansion of the South Crescent, and high priority site improvements including the Gran Entrada.

Carver Museum - The \$7.5 million proposed funding represents funding to update the master plan, complete basic building renovations (roof replacement, HVAC replacement, window repairs, ADA improvements, etc.) and provide seed funding to initiate implementation of priorities determined through the master plan.

Asian-American Resource Center (AARC) - The \$5 million proposed funding represents funding to complete an initial phase of improvements of the yet to be completed master plan. Since the master plan is not yet complete, a clear set of priorities and cost estimates for this facility are not available for the purposes of seeking funds through a bond development process. PARD recommends allocating \$5 million to address known issues related to parking, pedestrian connectivity, outdoor amenities and seed funding to implementation of phase 1 priorities that are determined through the master plan process.

Mexic-Arte- The funding request of \$15 million represents the amount needed to supplement existing funding and repair the building as determined by an extensive engineering and structural assessment.

3) Regarding the proposed Dove Springs Health Center, has the option of cost sharing with Central Health been explored?

Austin Public Health has held discussions with Central Health about partnerships for health services including the Dove Springs community. These discussions have included the potential for joint use projects that are multi-purpose community centers. At this time, no decisions have been made to finalize plans for the Dove Springs community.

These comprehensive planning conversations are expected to continue. Community Care currently has a clinic at William Cannon and I-35 which is quite close to the proposed site. Should Central Health be interested in this proposed location, additional funding would be needed to add square footage to the proposed facility which does not include any primary health care.

The proposed square footage (21,000) is all needed for City of Austin Public Health programming. The proposed Public Health Center would include a new full-service Neighborhood Center (basic needs services like food pantry, Fresh Foods for Families, application assistance, job readiness), an Immunization clinic (relocated from

the current Stassney Lane location), a WIC clinic (relocated from lease space at William Cannon and I-35) and a new high-quality child care center.

The City cannot provide the same clinic services as Community Health and cannot use its bond funds to pay for facilities that they are authorized to pay for with their tax funds. Implementation of any joint facilities would require review by bond counsel.

4) Please provide detail. Is the proposed spend for a completely new facility or an addition to the Dove Springs Rec Center?

The requested funding is for a new 21,000 sq ft facility that would be located adjacent to, but not connected to, the existing Dove Springs Rec Center. The two facilities would share a newly constructed parking lot. The proposed facility would be constructed on parkland between Ainez and the current Rec Center. No existing recreation programs would be negatively impacted by the new facility. One trail would need to be reconstructed, which is included in the project costs.

5) Regarding the entire proposal, and projects, have there been any other funding mechanisms explored? If so, which projects are eligible for other funding options aside from GR bonds? What are those other funding options? Also, which projects have been identified as not eligible for any other funding option?

Like the Dougherty Arts Center, upon appropriate findings and finalization of use proposals, at least some of the projects could be funded with Certificates of Obligation. Each project would need to be reviewed by bond counsel. Also, in order to qualify as appropriate under the City's financial policies, Council would need to make certain findings before the projects could be funded from Certificates of Obligation.

6) What is the capacity of each department to be able to take on more work via the 2018 Bond?

See attachment.

#### QUESTION:

Please clarify if the entire history center is seeking to move to the Faulk Library or if it is just a portion that seeks to move there.

What bond language would be required to allow for the purchase of state-owned land for the purpose of either affordable housing or parkland? Would the language need to identify the specific parcels to be potentially purchased? Why do we not need to specify specific parcels we would potentially purchase under other land acquisition bond categories?

From amongst the various proposed projects, please explain what qualifies for funding from COs or any other funding types. Please provide detail on mechanisms/necessary processes for those other funding types. Please explain what money from past bonds in the last 10 years is yet to be processed. Please list by bond proposition type.

The Ullrich Water Treatment Plant is accessed by Austin Water using the Red Bud Trail Bridge. What parts of the city does the Ullrich Water Treatment Plant serve?

What would be the potential impact to the city if the Ullrich Water Treatment Plant were to be offline?

If the Red Bud Trail Bridge failed, would impact would that have on the Ullrich Water Treatment Plant and water delivery?

COUNCIL MEMBER ALTER'S OFFICE.

#### ANSWER:

1) Please clarify if the entire history center is seeking to move to the Faulk Library or if it is just a portion that seeks to move there.

The funding currently proposed in the 2018 Bond Program for the Faulk Library Building (\$11.5 million) will provide for replacement of failing infrastructure (the mechanical, electrical and plumbing systems along with the elevators)

so that the building may continue to be occupied and used for a number of City of Austin purposes, including much needed archival repository and exhibition space for the Austin History Center. The landmark Austin History Center building – designed and constructed to be Austin’s first central library in 1933 - will continue to house collections, programs and activities of the Austin History Center Division of the Library Department.

2) What bond language would be required to allow for the purchase of state-owned land for the purpose of either affordable housing or parkland? Would the language need to identify the specific parcels to be potentially purchased? Why do we not need to specify specific parcels we would potentially purchase under other land acquisition bond categories?

Since the answer to this request requires a legal opinion, and the City Attorney’s Office cannot waive the attorney client privilege, the response to this request will be provided via e-mail pursuant to the city’s standard proctcol for providing legal advice.

3) From amongst the various proposed projects, please explain what qualifies for funding from COs or any other funding types. Please provide detail on mechanisms/necessary processes for those other funding types. Please explain what money from past bonds in the last 10 years is yet to be processed. Please list by bond proposition type.

From a legal standpoint, Certificates of Obligation could be issued for any of the prospective 2018 Bond projects except for projects that are co-use by another taxing entity or projects that are considered an economic development activity under State law, such as affordable housing. Council’s approved financial policies for General Obligation Debt includes the following:

*10) It is the City’s priority to fund capital expenditures with cash or voter-approved debt. However, non-voter-approved debt may be used for capital expenditures as an alternative to lease/purchase or other financing options if the capital expenditure is:*

- *Urgent;*
- *Unanticipated;*
- *Necessary to prevent an economic loss to the City;*
- *Results in an economic gain to the City within a reasonable time; or*
- *Non-voter approved debt is the most cost effective financing option available.*

In regards to prospective FY 2018 Bond projects, the application of this policy largely hinges on the definition of “urgent.” The fire stations were deemed an urgent public safety need by the Austin Fire Department and Finance staff therefore recommended the use of Certificates of Obligation.

Below is the Authorized but Unissued Public Improvement Bonds for the past 10 years.

**GENERAL OBLIGATION AUTHORIZED, UNISSUED G.O. DEBT AFTER August 2017 SALE (PIBs 2010 to 2016)**

ELECT. DATE	PROP.	DESCRIPTION	AMOUNT AUTHORIZED BY VOTERS	FY12 BOND SALE	FY13 BOND SALE	FY14 BOND SALE	FY15 BOND SALE	FY16 BOND SALE	FY17 BOND SALE	FY 18 BOND SALE	ABUs after 8/17 sale
11-02-10	1	Mobility	90,000	15,305	30,000	30,000	14,695				0
<b>Total 2010 Authorization and Bond Issues</b>			<b>90,000</b>	<b>15,305</b>	<b>30,000</b>	<b>30,000</b>	<b>14,695</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11-06-12	12	Transportation and Mobility Open Space and Watershed	143,299			11,895	40,210	32,235	29,180	0	29,779
11-06-12	13	Protection	30,000			20,000	10,000	0	0	0	0
11-06-12	14	Parks and Recreation	77,680			550	7,310	17,275	18,755	15,300	18,490
11-06-12	16	Public Safety	31,079			1,500	6,720	6,900	2,345	10,600	3,014
11-06-12	17	Health and Human Services Library, Museum, and	11,148			235	1,705	4,205	205	3,200	1,598
11-06-12	18	Cultural Arts Facilities	13,442			820	2,980	815	3,325	1,900	3,602
<b>Total 2012 Authorization and Bond Issues</b>			<b>306,648</b>	<b>0</b>	<b>0</b>	<b>35,000</b>	<b>68,925</b>	<b>61,430</b>	<b>53,810</b>	<b>31,000</b>	<b>56,483</b>
11-05-13	1	Affordable Housing	65,000				10,000	10,000	10,000	25,000	10,000
<b>Total 2013 Authorization and Bond Issues</b>			<b>65,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>25,000</b>	<b>10,000</b>
11-8-16	1	Mobility	720,000							43,000	677,000
<b>Total 2016 Authorization and Bond Issues</b>			<b>720,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43,000</b>	<b>677,000</b>
<b>Total Authorization and Bond Issues</b>			<b>1,181,648</b>	<b>15,305</b>	<b>30,000</b>	<b>65,000</b>	<b>93,620</b>	<b>71,430</b>	<b>63,810</b>	<b>99,000</b>	<b>743,483</b>

4) The Ullrich Water Treatment Plant is accessed by Austin Water using the Red Bud Trail Bridge. What parts of the city does the Ullrich Water Treatment Plant serve?

Ullrich Water Treatment Plant primarily provides water to South Austin but is interconnected to all areas of Austin. It is not uncommon for the plant to serve up to 50 percent of the city's water services, especially during peak summer season.

5) What would be the potential impact to the city if the Ullrich Water Treatment Plant were to be offline?

Austin Water's distribution system is interconnected and a short-term outage (less than 12hours) of Ullrich Water Treatment Plant can be managed with minimal impact to the customers. A long-term outage of the plant will cause low pressure and water outage in portions of South Austin. The Red Bud Trail Bridge project will not impact the operation of the plant other than a potential access issue for trucks (see below).

6) If the Red Bud Trail Bridge failed, would impact would that have on the Ullrich Water Treatment Plant and water delivery?

Failure of Red Bud Trail Bridge would not impact the operation of the plant. However, with this access eliminated, all heavy truck traffic would be routed through residential roads in the City of Westlake which currently restricts such traffic. It is uncertain whether Westlake roads are rated for sustained heavy truck traffic.

**QUESTION:**

Please provide an update on the city bonding capacity at a tax increase of one cent and two cents? Please also provide one for the zero cent level. Does staff believe the city bonding capacity has increased beyond the previous forecasts shared with council? Please explain the new assumptions for any changes from previous projections provided to Council. Please also explain what certificates of obligation capacity is being reserved for annual spending needs outside of the bonding capacity numbers being provided.

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

See attached memo.

QUESTION:

What is left over from each prior bond, including funds remaining from closed/completed projects? Provide totals by proposition title and category for each perspective bond year. Could staff please identify what other types of projects can be funded with these funds, excluding 2016 bond. Specifically, which projects or needs identified in the current 2018 Bond proposal could be funded with these existing funds.

COUNCIL MEMBER HOUSTON'S OFFICE

ANSWER:

The attachments below are excerpts from the May 21, 2018 staff Bond update report. They provide a detailed breakdown of prior bond spending by year and bond proposition. Staff is consulting with the City's legal department related to the remaining questions and as such a response will be provided via e-mail pursuant to the City's standard protocol for providing legal advice.

QUESTION:

Has the City ever passed an affordable housing bond that required an increase to the property tax? Broadly, other than the mobility bond, when have we passed bonds that required an increase in this year's property tax rate - per disclaimer on bond info? Please provide proposition language from the 2006 bond. In a normal year how much CO capacity do we tend to use? Please provide actuals for the last five years. What is staff's assumed CO capacity above and beyond the staff ask for the bond? What room for CO capacity would be left with the new 1, 2 and 0 cent bonding capacity totals released in the latest memo (per year for the duration of the years of the bond sales)? Regarding the 2 ¼ cent tax rate increase that is still to be implemented from the 2016 Mobility Bond please provide the tax bill impact for the average home value. Please provide a list of projects that were cut through the BEATF process (from the original staff starting point). Please explain staffing projections needed to meet the capacity needed for the staff recommendation.

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

**1. Has the City ever passed an affordable housing bond that required an increase to the property tax?**

In 2006, the citizens of Austin approved a \$567.4 million Bond Package that had a projected increased the tax rate of 2 cents which encompassed \$55M for affordable housing. That projected tax rate increase was for all seven bond propositions. In 2013, the citizens of Austin approved a \$65 million Bond Package solely for Affordable Housing which required no increase to the debt service tax rate.

**2. Broadly, other than the mobility bond, when have we passed bonds that required an increase in this year's property tax rate - per disclaimer on bond info?**

The only bond package that is projected to require an increase which impacts this year's property tax rate is the 2016 Mobility Bond Package. Below are the bond packages and corresponding projected tax rate increases – at the time the election occurred – from 2010 to present:

- a) 2010 Bond Election (No increase to the Tax Rate)
- b) 2012 Bond Election (No increase to the Tax Rate)
- c) 2013 Bond Election (No increase to the Tax Rate)
- d) 2016 Bond Election (2.25 Cent increase for the Debt Service Tax Rate)

**3. Please provide proposition language from the 2006 bond.**



**PROPOSITION NO. 1 - Ordinance #20060608-084**

Yes	% Yes	No	% No
112376	72.00%	43311	27.00%

SHALL THE CITY COUNCIL OF THE CITY OF AUSTIN, TEXAS, BE AUTHORIZED TO ISSUE AND SELL GENERAL OBLIGATION BONDS AND NOTES OF THE CITY IN THE AGGREGATE PRINCIPAL AMOUNT OF \$103,100,000 FOR THE PUBLIC PURPOSES OF RECONSTRUCTING ROADS AND STREETS; CONSTRUCTING, RECONSTRUCTING, AND IMPROVING DRAINAGE FACILITIES RELATED TO THE ROADS AND STREETS; CONSTRUCTING, RECONSTRUCTING, AND IMPROVING BICYCLE AND PEDESTRIAN MOBILITY INFRASTRUCTURE; IMPROVING TRAFFIC SIGNAL SYNCHRONIZATION AND CONTROLS SYSTEMS; ACQUIRING AND INSTALLING TRAFFIC SIGNALS; AND ACQUIRING LAND AND INTERESTS IN LAND AND PROPERTY NECESSARY TO DO SO; WITH THE BONDS AND NOTES TO BE ISSUED IN ONE OR MORE SERIES OR ISSUES, TO MATURE SERIALLY OR OTHERWISE AND BEAR INTEREST AT A RATE OR RATES NOT TO EXCEED THE RESPECTIVE LIMITS PRESCRIBED BY LAW AT THE TIME OF ISSUANCE, AND TO BE SOLD AT THE PRICE OR PRICES AS THE CITY COUNCIL DETERMINES AND SHALL THERE BE LEVIED AND PLEDGED, ASSESSED, AND COLLECTED ANNUALLY AD VALOREM TAXES ON ALL TAXABLE PROPERTY IN THE CITY IN AN AMOUNT SUFFICIENT TO PAY THE ANNUAL INTEREST ON THE BONDS AND NOTES AND TO PROVIDE A SINKING FUND TO PAY THE BONDS AND NOTES AT MATURITY?

**PROPOSITION NO. 2 - Ordinance #20060608-084**

Yes	% Yes	No	% No
106385	68.00%	48690	31.00%

SHALL THE CITY COUNCIL OF THE CITY OF AUSTIN, TEXAS, BE AUTHORIZED TO ISSUE AND SELL GENERAL OBLIGATION BONDS AND NOTES OF THE CITY IN THE AGGREGATE PRINCIPAL AMOUNT OF \$145,000,000 FOR THE PUBLIC PURPOSES OF DESIGNING, CONSTRUCTING, AND INSTALLING IMPROVEMENTS AND FACILITIES FOR FLOOD CONTROL, EROSION CONTROL, WATER QUALITY, AND STORMWATER DRAINAGE, AND ACQUIRING LAND, OPEN SPACES, AND INTERESTS IN LAND AND PROPERTY NECESSARY TO DO SO, INCLUDING, WITHOUT LIMITATION, ACQUISITION OF LAND INCLUDING FEE TITLE AND EASEMENTS IN THE BARTON SPRINGS CONTRIBUTING AND RECHARGE ZONES TO PROVIDE FOR THE CONSERVATION OF THE REGION'S WATER QUALITY; WITH THE BONDS AND NOTES TO BE ISSUED IN ONE OR MORE SERIES OR ISSUES, TO MATURE SERIALLY OR OTHERWISE AND BEAR INTEREST AT A RATE OR RATES NOT TO EXCEED THE RESPECTIVE LIMITS PRESCRIBED BY LAW AT THE TIME OF ISSUANCE, AND TO BE SOLD AT THE PRICE OR PRICES AS THE CITY COUNCIL DETERMINES AND SHALL THERE BE LEVIED AND PLEDGED, ASSESSED, AND COLLECTED ANNUALLY AD VALOREM TAXES ON ALL TAXABLE PROPERTY IN THE CITY IN AN AMOUNT SUFFICIENT TO PAY THE ANNUAL INTEREST ON THE BONDS AND NOTES AND TO PROVIDE A SINKING FUND TO PAY THE BONDS AND NOTES AT MATURITY?

**PROPOSITION NO. 3 - Ordinance #20060608-084**

Yes	% Yes	No	% No
113364	72.00%	42607	27.00%

SHALL THE CITY COUNCIL OF THE CITY OF AUSTIN, TEXAS, BE AUTHORIZED TO ISSUE AND SELL GENERAL OBLIGATION BONDS AND NOTES OF THE CITY IN THE AGGREGATE PRINCIPAL AMOUNT OF \$84,700,000 FOR THE PUBLIC PURPOSES OF CONSTRUCTING, RENOVATING, IMPROVING AND EQUIPPING PUBLIC PARKS, RECREATION CENTERS, NATURAL AREAS, AND OTHER RELATED FACILITIES, INCLUDING, WITHOUT LIMITATION, PLAYGROUNDS, HIKE AND BIKE TRAILS, SPORTS COURTS, AND SWIMMING POOLS; AND ACQUIRING LAND AND INTERESTS IN LAND AND PROPERTY NECESSARY TO DO SO; WITH THE BONDS AND NOTES TO BE ISSUED IN ONE OR MORE SERIES OR ISSUES, TO MATURE SERIALLY OR OTHERWISE AND BEAR INTEREST AT A RATE OR RATES NOT TO EXCEED THE RESPECTIVE LIMITS PRESCRIBED BY LAW AT THE TIME OF ISSUANCE, AND TO BE SOLD AT THE PRICE OR PRICES AS THE CITY COUNCIL DETERMINES AND SHALL THERE BE LEVIED AND PLEDGED, ASSESSED, AND COLLECTED ANNUALLY AD VALOREM TAXES ON ALL TAXABLE PROPERTY IN THE CITY IN AN AMOUNT SUFFICIENT TO PAY THE ANNUAL INTEREST ON THE BONDS AND NOTES AND TO PROVIDE A SINKING FUND TO PAY THE BONDS AND NOTES AT MATURITY?

**PROPOSITION NO. 4 - Ordinance #20060608-084**

Yes	% Yes	No	% No
89546	57.00%	66588	42.00%
SHALL THE CITY COUNCIL OF THE CITY OF AUSTIN, TEXAS BE AUTHORIZED TO ISSUE AND SELL GENERAL OBLIGATION BONDS AND NOTES OF THE CITY IN THE AGGREGATE PRINCIPAL AMOUNT OF \$31,500,000 FOR THE PUBLIC PURPOSES OF CONSTRUCTING, RENOVATING, IMPROVING, AND EQUIPPING COMMUNITY AND CULTURAL FACILITIES, INCLUDING, WITHOUT LIMITATION, THE ZACHARY SCOTT THEATER, AN AFRICAN AMERICAN CULTURAL AND HERITAGE FACILITY, AN ASIAN AMERICAN RESOURCE CENTER, THE AUSTIN FILM STUDIOS, THE MEXICAN AMERICAN CULTURAL CENTER, A MEXIC-ARTE ART MUSEUM, AND ACQUIRING LAND AND INTERESTS IN LAND AND PROPERTY NECESSARY TO DO SO; WITH THE BONDS AND NOTES TO BE ISSUED IN ONE OR MORE SERIES OR ISSUES, TO MATURE SERIALY OR OTHERWISE AND BEAR INTEREST AT A RATE OR RATES NOT TO EXCEED THE RESPECTIVE LIMITS PRESCRIBED BY LAW AT THE TIME OF ISSUANCE, AND TO BE SOLD AT THE PRICE OR PRICES AS THE CITY COUNCIL DETERMINES AND SHALL THERE BE LEVIED AND PLEDGED, ASSESSED, AND COLLECTED ANNUALLY AD VALOREM TAXES ON ALL TAXABLE PROPERTY IN THE CITY IN AN AMOUNT SUFFICIENT TO PAY THE ANNUAL INTEREST ON THE BONDS AND NOTES AND TO PROVIDE A SINKING FUND TO PAY THE BONDS AND NOTES AT MATURITY?			

PROPOSITION NO. 5 - Ordinance #20060608-084

Yes	% Yes	No	% No
97399	62.00%	57982	37.00%
SHALL THE CITY COUNCIL OF THE CITY OF AUSTIN, TEXAS BE AUTHORIZED TO ISSUE AND SELL GENERAL OBLIGATION BONDS AND NOTES OF THE CITY IN THE AGGREGATE PRINCIPAL AMOUNT OF \$55,000,000 FOR THE PUBLIC PURPOSES OF CONSTRUCTING, RENOVATING, IMPROVING, AND EQUIPPING AFFORDABLE HOUSING FACILITIES FOR LOW INCOME PERSONS AND FAMILIES, AND ACQUIRING LAND AND INTERESTS IN LAND AND PROPERTY NECESSARY TO DO SO, AND FUNDING AFFORDABLE HOUSING PROGRAMS AS MAY BE PERMITTED BY LAW TO PROVIDE FOR THOSE PURPOSES; WITH THE BONDS AND NOTES TO BE ISSUED IN ONE OR MORE SERIES OR ISSUES, TO MATURE SERIALY OR OTHERWISE AND BEAR INTEREST AT A RATE OR RATES NOT TO EXCEED THE RESPECTIVE LIMITS PRESCRIBED BY LAW AT THE TIME OF ISSUANCE, AND TO BE SOLD AT THE PRICE OR PRICES AS THE CITY COUNCIL DETERMINES AND SHALL THERE BE LEVIED AND PLEDGED, ASSESSED, AND COLLECTED ANNUALLY AD VALOREM TAXES ON ALL TAXABLE PROPERTY IN THE CITY IN AN AMOUNT SUFFICIENT TO PAY THE ANNUAL INTEREST ON THE BONDS AND NOTES AND TO PROVIDE A SINKING FUND TO PAY THE BONDS AND NOTES AT MATURITY?			

PROPOSITION NO. 6 - Ordinance #20060608-084

Yes	% Yes	No	% No
93336	60.00%	61976	39.00%
SHALL THE CITY COUNCIL OF THE CITY OF AUSTIN, TEXAS, BE AUTHORIZED TO ISSUE AND SELL GENERAL OBLIGATION BONDS AND NOTES OF THE CITY IN THE AGGREGATE PRINCIPAL AMOUNT OF \$90,000,000 FOR THE PUBLIC PURPOSES OF CONSTRUCTING AND EQUIPPING A NEW CENTRAL LIBRARY FACILITY AND ACQUIRING LAND AND INTERESTS IN LAND AND PROPERTY NECESSARY TO DO SO; WITH THE BONDS AND NOTES TO BE ISSUED IN ONE OR MORE SERIES OR ISSUES, TO MATURE SERIALY OR OTHERWISE AND BEAR INTEREST AT A RATE OR RATES NOT TO EXCEED THE RESPECTIVE LIMITS PRESCRIBED BY LAW AT THE TIME OF ISSUANCE, AND TO BE SOLD AT THE PRICE OR PRICES AS THE CITY COUNCIL DETERMINES AND SHALL THERE BE LEVIED AND PLEDGED, ASSESSED, AND COLLECTED ANNUALLY AD VALOREM TAXES ON ALL TAXABLE PROPERTY IN THE CITY IN AN AMOUNT SUFFICIENT TO PAY THE ANNUAL INTEREST ON THE BONDS AND NOTES AND TO PROVIDE A SINKING FUND TO PAY THE BONDS AND NOTES AT MATURITY?			

PROPOSITION NO. 7 - Ordinance #20060608-084

Yes	% Yes	No	% No
110514	71.00%	45148	29.00%
SHALL THE CITY COUNCIL OF THE CITY OF AUSTIN, TEXAS BE AUTHORIZED TO ISSUE AND SELL GENERAL OBLIGATION BONDS OF THE CITY IN THE AGGREGATE PRINCIPAL AMOUNT OF \$58,100,000 FOR THE PUBLIC PURPOSES OF CONSTRUCTING, RENOVATING, IMPROVING, AND EQUIPPING PUBLIC SAFETY FACILITIES, INCLUDING, WITHOUT LIMITATION, A PUBLIC SAFETY TRAINING FACILITY, POLICE STATIONS, EMERGENCY MEDICAL SERVICE BUILDINGS AND FACILITIES, A MUNICIPAL COURTHOUSE, AN ANIMAL SHELTER, AND			

OTHER RELATED FACILITIES AND ACQUIRING LAND AND INTERESTS IN LAND AND PROPERTY NECESSARY TO DO SO; WITH THE BONDS AND NOTES TO BE ISSUED IN ONE OR MORE SERIES OR ISSUES, TO MATURE SERIALLY OR OTHERWISE AND BEAR INTEREST AT A RATE OR RATES NOT TO EXCEED THE RESPECTIVE LIMITS PRESCRIBED BY LAW AT THE TIME OF ISSUANCE, AND TO BE SOLD AT THE PRICE OR PRICES AS THE CITY COUNCIL DETERMINES AND SHALL THERE BE LEVIED AND PLEDGED, ASSESSED, AND COLLECTED ANNUALLY AD VALOREM TAXES ON ALL TAXABLE PROPERTY IN THE CITY IN AN AMOUNT SUFFICIENT TO PAY THE ANNUAL INTEREST ON THE BONDS AND NOTES AND TO PROVIDE A SINKING FUND TO PAY THE BONDS AND NOTES AT MATURITY?

**4. In a normal year how much CO capacity do we tend to use? Please provide actuals for the last five years.**

Below are the amounts issued for tax-supported COs for the last five years:

- i. 2017 - \$29.635 million
- ii. 2016 - \$52.715 million
- iii. 2015 - \$43.710 million
- iv. 2014 - \$45.090 million
- v. 2013 - \$25.355 million

Some examples of issuances of COs, in keeping with the City's financial policies:

- Buyouts in critical floodplain areas (Onion Creek)
- Fire station improvements
- Women and Children's Shelter

**5. What is staff's assumed CO capacity above and beyond the staff ask for the bond? What room for CO capacity would be left with the new 1, 2 and 0 cent bonding capacity totals released in the latest memo (per year for the duration of the years of the bond sales)?**

Given our history, for planning purposes Finance staff estimates that in any given year there would be \$20 million to \$40 million issued in Certificates of Obligation.

**6. Regarding the 2 ¼ cent tax rate increase that is still to be implemented from the 2016 Mobility Bond please provide the tax bill impact for the average home value.**

In keeping consistent with the tax bill impact calculation presented on the latest memo, the tax bill impact on the Mobility Bond is currently estimated at \$45 per year or \$3.75 per month.

**7. Please provide a list of projects that were cut through the BEATF process (from the original staff starting point)**

The following projects/programs were reduced, cut, and/or reallocated in the BEATF recommendation from the staff initial starting point:

- *Public Health Building Renovations*: \$10 million was cut from the staff initial starting point; however, the BEATF reallocated that funding, plus an additional \$6 million, to fully fund a new health services center in the Dove Springs area.
- *Austin Police Department Air Operations Facility*: The BEATF removed \$8 million from the initial staff starting point for a new air operations facility for the Department's assorted aircraft and crews.
- *Signals and Technology*: \$5 million was removed from this program in the BEATF's recommendation.
- *Vision Zero/Transportation Safety*: \$5 million was removed from this program in the BEATF's recommendation



## 2018 BOND DEVELOPMENT QUESTION

### *Response to Request for Information*

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**DEPARTMENT:** Finance

**REQUEST NO.:** 19

**REQUESTED BY:** Houston

**DATE REQUESTED:** 06/14/18

**DATE POSTED:** 6/21/18

**REQUEST:** What is the capacity of each department to be able to take on more work via the 2018 bond?

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**RESPONSE:**

The tables below summarize the current estimated operations and maintenance (O&M) impact for the programs and projects currently proposed in the 2018 General Obligation Bond Election. Assuming a successful bond election, the O&M impact will be phased in as projects and programs are implemented, with Full Time Equivalents (FTEs) being requested as part of future annual budgets over the life of the bond cycle.



## 2018 Bond Estimated Operations & Maintenance (O&M) Impact



AFFORDABLE HOUSING				
Program	Description	Bond Amount	O&M Impact*	FTEs
<b>Rental Housing Development Assistance Projects</b>	Rental Housing Development Assistance (RHDA) program increases or maintains the supply of affordable rental housing by addressing the rental housing needs identified by the City of Austin's Continuum of Housing Services, including Permanent Supportive Housing.	\$ 75,000,000	\$ 170,000	3.00
<b>Acquisition &amp; Development (A&amp;D) Homeownership Program</b>	The purpose of the A&D Homeownership Program is to address the need for affordably-priced ownership housing within the city. Housing developed through this program are to be owned and occupied by low- to moderate-income households.	\$ 18,000,000	\$ 160,000	
<b>Land Acquisition</b>	This new forward-thinking initiative will enable AHFC to acquire and hold land for future use with the potential to achieve multiple community benefits, including affordable housing development. The land can be developed by AHFC or be offered to non-profit or for-profit affordable housing developers.	\$ 50,000,000	\$ 30,000	
<b>Home Repair Program</b>	Funds will be needed to carry out minor home repairs and rehabilitation throughout the community. Through the GO Repair! Program, the City contracts with seven nonprofit organizations that provide critical life safety repairs to low- and moderate-income homeowners' homes	\$ 18,000,000	\$ 30,000	
<b>Total</b>		<b>\$ 161,000,000</b>	<b>\$ 390,000</b>	<b>3.00</b>

\* The O&M Impact for the programs related to Affordable Housing is attributed to the addition of 3 new positions, whose costs are allocated according to estimated workload by program. The estimated O&M Impact of a \$300M Affordable Housing bond proposition is estimated to be \$750,000, made up of 6 new FTEs, and would be allocated following the same distribution as the amounts above.

## 2018 Bond Estimated Operations & Maintenance (O&M) Impact



TRANSPORTATION INFRASTRUCTURE				
Program	Description	Bond Amount	O&M Impact	FTEs
Bridges and Structures	Funding to replace the Red Bud Trail/Emmet Shelton Bridge over Lady Bird Lake	\$ 50,000,000	\$ -	0.00
Street Reconstruction	Funding for the rehabilitation of existing City streets, bus lane improvements, and cost participation in utility projects	\$ 75,000,000	\$ -	0.00
Sidewalk Rehabilitation	Funding for the rehabilitation of existing City sidewalks	\$ 20,000,000	\$ -	0.00
Signals and Technology	Safety and mobility improvements, upgrades to signals, controllers, firmware, expansion of communications systems, new signal installations	\$ 15,000,000	\$ 50,000	0.00
Vision Zero/Transportation Safety	Funding for major intersection safety projects, pedestrian safety improvements, speed management projects	\$ 15,000,000	\$ -	0.00
Neighborhood Partnering Program	The Neighborhood Partnering Program (NPP) allows citizens to partner with the City to propose small to medium scale projects on City-owned property to improve the places in which they live, work and play	\$ 1,000,000	\$ -	0.00
<b>Total</b>		<b>\$ 176,000,000</b>	<b>\$ 50,000</b>	<b>0.00</b>

PARKS AND RECREATION				
Program	Description	Bond Amount	O&M Impact	FTEs*
Aquatics	Funding for a new Colony Park Pool and renovations to existing City pools	\$ 33,000,000	\$ 1,910,000	3.00
Building Renovations	Funding for renovations/rehabilitation of existing PARD facilities and assets, including ADA and safety improvements	\$ 21,500,000	\$ -	0.00
Infrastructure	Funding for improvements to playscapes, trails, parking lots and roadways, athletic fields and facility improvements, and improvements to the City's cemeteries	\$ 17,500,000	\$ -	0.00
Parkland Improvements	Funding for development of existing City parks, including greenbelts, neighborhood parks, district parks, metro parks, and the Downtown Squares	\$ 25,000,000	\$ 880,000	6.50
Dougherty Arts Replacement Facility	Funding for the complete replacement of the Dougherty Arts Facility	\$ 25,000,000	\$ 480,000	4.25
Parkland Acquisition	Funding for the acquisition of new parkland, including a destination park in the Oak Hill area, infill parks and greenbelts	\$ 45,000,000	\$ 110,000	0.00
<b>Total</b>		<b>\$ 167,000,000</b>	<b>\$ 3,380,000</b>	<b>13.75</b>

\* FTE count for the Aquatics Program does not include the costs associated with Temp/Seasonal labor related to lifeguards.

## 2018 Bond Estimated Operations & Maintenance (O&M) Impact



STORMWATER/OPEN SPACE				
Program	Description	Bond Amount	O&M Impact	FTEs
Drainage/Stormwater Projects	Funding for flood risk reduction and drainage improvement projects and for buyouts in flood prone areas	\$ 112,000,000	\$ -	0.00
Open Space Acquisition	Funding for the acquisition of water quality protection lands	\$ 72,000,000	\$ -	0.00
<b>Total</b>		<b>\$ 184,000,000</b>	<b>\$ -</b>	<b>0.00</b>

LIBRARIES & CULTURAL CENTERS				
Program	Description	Bond Amount	O&M Impact	FTEs
Branch Library Renovations	Funding for rehabilitation and renovations to branch libraries as well as funding for this first phase of the conversion of Faulk Central Library for archival use by the Austin History Center	\$ 31,500,000	\$ -	0.00
Cultural Center Improvements	Funding for improvements to the Emma S. Barrientos Mexican-American Cultural Center (MACC), Asian-American Resource Center (AARC), George Washington Carver Museum and Cultural Center, Mexic-Arte Museum	\$ 42,500,000	\$ 410,000	4.50
<b>Total</b>		<b>\$ 74,000,000</b>	<b>\$ 410,000</b>	<b>4.50</b>

PUBLIC SAFETY				
Program	Description	Bond Amount	O&M Impact	FTEs
Fire Station Renovations	Funding for renovations at existing fire stations around the City	\$ 13,000,000	\$ -	0.00
EMS Station Renovations	Funding for renovations at existing EMS stations around the City	\$ 25,000,000	\$ -	0.00
<b>Total</b>		<b>\$ 38,000,000</b>	<b>\$ -</b>	<b>0.00</b>

HEALTH & HUMAN SERVICES				
Program	Description	Bond Amount	O&M Impact	FTEs
New Dove Springs Health Center	Funding for a new Dove Springs Health Center	\$ 16,000,000	\$ 710,000	6.00
<b>GRAND TOTAL</b>		<b>\$ 816,000,000</b>	<b>\$ 4,940,000</b>	<b>27.25</b>

NOTE 1: Certain O&M costs associated with program/project delivery will not necessarily continue past the current spending, unless subsequent programmatic funding is identified. In those cases, departments work to absorb the costs associated with FTEs into normal operations.

NOTE 2: Subsequent to a November 2018 successful bond election, Full Time Equivalents (FTEs) will be requested as part of future annual budgets over the life of the bond cycle.



**TO:** Mayor and Council Members

**FROM:** Carla L Steffen, Bond Development Executive Lead

**DATE:** June 25, 2018

**SUBJECT:** Update on Debt Capacity Analysis

A handwritten signature in blue ink that reads "Carla L Steffen".

The purpose of this memorandum is to provide an update to the debt capacity analysis, in response to questions received by the City Council following the presentation to the City Council on May 8<sup>th</sup>.

Given the complexity and potential size of the bond package, staff has adjusted the bond sale term from 5 years to 6 years, corresponding with a total bond cycle term of 6 and 7 years, respectively. As shown in the chart below, this change provides an estimated bond capacity of \$925 with a 2-cent tax rate increase. This adjusted capacity below is also net of the effect of the decision to fund new fire stations with certificates of obligation (COs).

<b>Tax Rate Impact</b>	<b>2018 Election: New Capacity, as per May 8, 2018</b>	<b>2018 Election: Estimated Capacity, adjusted for revised of bond sale term/timing</b>
Constant	\$375 million	\$425 million
+ 1-cent	\$625 million	\$675 million
+ 2-cents	\$875 million	\$925 million

Consistent with our conservative forecasting practice, all other assumptions used in the May 2018 analysis remain the same.

In terms of the tax bill, the previous estimates also remain the same. If, for example, a 2-cent tax increase occurred all in the current year for a \$300,000 house, the impact would be \$60 per year, or \$5.00 per month.

xc: Spencer Cronk, City Manager  
Elaine Hart, Chief Financial Officer  
Greg Canally, Deputy Chief Financial Officer  
Ed Van Eenoo, Deputy Chief Financial Officer  
Belinda Weaver, Acting Treasurer  
Bryan Rivera, Assistant Treasurer  
Katy Zamesnik, Bond Development Coordinator





## Recommendation for Action

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**File #: 18-2577, Agenda Item #: 31.**

**6/28/2018**

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### **Agenda Item**

**Agenda Item #31:** Approve a resolution authorizing negotiation and execution of an amendment to the interlocal agreement for Regional Mobility and Transportation Projects with Capital Metropolitan Transportation Authority (Capital Metro) that authorizes the program to fund certain mobility and transportation projects using the City's pro rata share of 25% of Capital Metro's one cent sales tax imposed by Capital Metro on sales within Capital Metro's service area in a certain fiscal year (the 'Quarter Cent program').

### **QUESTION:**

Please provide in the back up the Interlocal Agreement between City of Austin and Capital Metro, as well as all subsequent amendments to that original Interlocal Agreement.

COUNCIL MEMBER HOUSTON'S OFFICE

### **ANSWER:**

Attached is the interlocal agreement between the City and Capital Metro, as well as all subsequent amendments to that original agreement.

**Amendment to Interlocal Agreements for Regional Mobility and  
Transportation Projects Between Capital Metropolitan Transportation  
Authority and City of Austin**

This Amendment to Interlocal Agreements for Regional Mobility and Transportation Projects Between Capital Metropolitan Transportation Authority and City of Austin (“Agreement”) is made by and between Capital Metropolitan Transportation Authority, a transportation authority organized under Chapter 451 of the Texas Transportation Code (“Capital Metro”), and the City of Austin, a Texas home-rule municipal corporation (the “City”) (collectively “the Parties”).

**1. Recitals**

- A. Capital Metro and the City are parties to Interlocal Agreements for Regional Mobility and Transportation Projects dated June 22, 2001 (the “2001 Agreement”) and May 23, 2003 (the “2003 Agreement”).
- B. Payments to the City by Capital Metro under Paragraph 1.4 of the 2001 Agreement and Paragraph I(C) of the 2003 Agreement in any year are to be made from current year’s revenue available to Capital Metro.
- C. Capital Metro and the City desire to define when current revenue is available for payments by Capital Metro pursuant to Paragraph 1.4 of the 2001 Agreement and Paragraph I(C) of the 2003 Agreement.
- D. Capital Metro and the City by this Agreement will terminate Capital Metro’s obligations under Paragraph 1.7 of the 2001 Agreement and Paragraph I(E) of the 2003 Agreement.

**2. Agreement**

For good and valuable consideration, the receipt and sufficiency of which is acknowledged, Capital Metro and the City agree as follows:

- A. Paragraph 1.4 of the 2001 Agreement and Paragraph I(C) of the 2003 Agreement are replaced in their entirety by the following provisions:
  - 1. In consideration of the City carrying out the approved transportation projects identified in Exhibit A of the 2001 Agreement and Exhibit A-2 the 2003 Agreement, as modified over time to add projects approved by Capital Metro, including modifications authorized by this Agreement (“Transportation Projects”), Capital Metro shall pay to the City, from available current years revenue in the manner set forth below, the remaining balance of \$51,129,130, as follows:
    - i. Capital Metro shall pay to the City, annually, commencing November 1, 2010, and on or before November 1 of each subsequent year, 35 % of the excess, if any, of the one cent sales

tax, which Capital Metro imposes on sales within the Capital Metro service area and the State Comptroller's Office collects on behalf of, and pays over to Capital Metro in a Fiscal Year (as defined in Appendix A hereto), over the "Threshold Amount" for such sales tax specified in **Appendix A**, incorporated herein, for that Fiscal Year ("Annual Payment");

- ii. The Annual Payments will be made by reimbursing the City for expenses incurred on Transportation Projects invoiced by the City with invoices that comply with **Appendix B**, incorporated herein, provided, however, such reimbursement in any year shall be no greater than the payment amount for that year calculated as provided in (i) above;
- iii. When total payments to the City, pursuant to this Agreement, from the sales tax imposed by Capital Metro on sales within the Capital Metro service area reach the sum of \$51,129,130, the obligations of Capital Metro under Paragraph 2(A)(1) of this Agreement (and, thus, Paragraph 1.4 of the 2001 Agreement and Paragraph I(C) of the 2003 Agreement) are deemed satisfied and no further payments are owed; and
- iv. Should the total monthly invoices submitted by the City in compliance with Appendix B in any Fiscal Year be less than the Annual Payment amount as calculated under (i) above, then the unpaid balance will be set aside in a separate account that can only be used to make payments to the City under this Agreement ("Reserve Account"). Funds set aside in the Reserve Account shall be used to supplement the Annual Payment as calculated under (i) above in any Fiscal Year when the monthly City invoices exceed the amount of the Annual Payment as calculated under (i) above.

B. The City may modify the transportation project list in Exhibit A of the 2001 Agreement and Exhibit A-2 of the 2003 Agreement, as they have been modified over time. Such modifications may include the addition of new transportation projects or the removal of identified transportation projects. Such modifications will not affect amounts owed by Capital Metro under Paragraph 2(A)(1) of this Agreement. The City will provide written notice to Capital Metro 45 days prior to any proposed modification to the transportation project list under this paragraph. Capital Metro will certify the modification of the project list within 15 days after receipt of such notice for all modifications meeting one or more of the following criteria, and such certification shall not be unreasonably withheld:


- 1. enhances regional mobility;

2. supports public transit;
  3. provides leverage for federal or private funds;
  4. adds to an existing program; and,
  5. expedites a critical mobility project.
- C. Capital Metro agrees that Texas Local Government Code §271.152 applies to this Agreement. Capital Metro agrees that it waives sovereign immunity to suit or liability for the purpose of adjudicating a claim to construe, enforce, or seek a remedy for breach of this Agreement to the extent such immunity is waived by Texas Local Government Code.
- D. Payments made by either of the Parties under this Agreement shall be made from current revenues available to the paying party.
- E. The City or Capital Metro may request at any time to revisit this Agreement to consider amending its terms.
- F. The parties confirm and agree that Capital Metro and the City have by agreement herein terminated all obligations of Capital Metro under Paragraph 1.7 of the 2001 Agreement and Paragraph I(E) of the 2003 Agreement.
- G. Except as provided in this Agreement, the 2001 Agreement and the 2003 Agreement shall remain unchanged.
- H. This Agreement will be effective upon due execution by all parties. The parties may execute this Agreement in one or more duplicate originals each of equal dignity.

(Remainder of page intentionally left blank.)

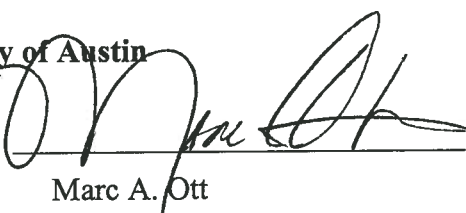
IN WITNESS WHEREOF, the Parties hereto have caused this Amendment to be executed by their respective duly authorized officers.

**Capital Metropolitan Transportation Authority**


By:  Dated: 4/23, 2010.  
Doug Allen  
Interim President/CEO

**Approved as to form:**

  
Kerri Butcher  
Interim Chief Counsel

**City of Austin**  
By:  Dated: 4/26, 2010.  
Marc A. Ott  
City Manager

**Approved as to form:**

  
Assistant City Attorney

## **Appendix A**

Capital Metro will make payments in accordance with this Agreement when actual sales tax collections received by Capital Metro in any Fiscal Year exceed the “Threshold Amount” for that Fiscal Year as set forth below. A Fiscal Year is the twelve months commencing October 1 of a calendar year and ending September 30 of the following calendar year. A Fiscal Year is designated by the calendar year in which the Fiscal Year ends.

Year	Threshold Amount of sales tax collected
FY 2010	\$134,100,000
FY 2011	\$138,500,000
FY 2012	\$143,100,000
FY 2013	\$147,800,000
FY 2014	\$152,700,000
FY 2015	\$157,700,000
FY 2016	\$162,900,000
FY 2017	\$168,300,000
FY 2018	\$173,900,000
FY 2019	\$179,600,000
FY 2020	\$185,500,000
FY 2021	\$191,600,000
FY 2022	\$197,900,000
FY 2023	\$204,400,000
FY 2024	\$211,100,000

## **Appendix B**

### **Interagency Project Management Protocol**

In this Appendix B to the Amendment to Interlocal Agreements for Regional Mobility and Transportation Projects Between Capital Metropolitan Transportation Authority and City of Austin ("Agreement"), the City of Austin ("City") and Capital Metropolitan Transportation Authority ("Capital Metro") establish procedures, standards, and guidelines relative to the programming, planning, design, construction and payment of projects jointly implemented by Capital Metro and the City of Austin under the Agreement and the 2001 and 2003 Agreements as amended by the Agreement.

All provisions of this Appendix B will be observed by Capital Metro and the City, as attested by the signatories to the Agreement.

#### **Indirect and Administrative Cost**

Project management and construction management costs for contracted projects shall be based upon direct labor expense for project management and construction inspection services, with a rate for indirect and fringe costs that is identical to the indirect rate charged to City projects during the same time period. The approved amount will be shown on each invoice.

#### **Billings and Payments**

##### **A. Frequency and Format of Invoices**

Monthly invoices will be prepared and submitted within thirty (30) working days after the end of the month. Invoices will contain charges by project. Invoices will also reflect project appropriations, encumbered amounts and remaining balances. Invoices will be mailed to:

CMTA  
ATTN: Accounts Payable  
P.O. Box 6308  
Austin, TX 78762

##### **B. Level of Detail Required in Invoices**

Each individual project and transaction level detail will be identified within monthly invoices. Monthly invoices will incorporate data downloaded from the City financial system.



### C. Supporting Documentation

Upon Capital Metro staff request, City staff will provide supporting documentation for transactions.

- 50% and 100% plan sets for projects for review of transit-related items, where applicable
- Contract award information for design architects/engineers and construction-contractors (after award by COA)
- Copies of pay applications from contractors with each invoice
- Copies of change orders issued
- Documentation identifying key staff time and/or miscellaneous expenses applied to a specific project, where applicable.
- Copies of contract close-out documents

### D. Payment Terms

Payment will only be made for work completed, no advance payments will be made. Payment of properly completed monthly invoices received by Capital Metro in the prior Fiscal Years, including invoices provided to Capital Metro prior to execution of this Agreement, are due on or before November 1 in accordance with the terms of Paragraph 2.A.1 of the Agreement. Where there is any disagreement regarding specific invoiced items, the portion of the invoice which is undisputed will be paid by Capital Metro on or before November 1 of the year it is due and written documentation regarding the disputed portion of the invoice will be forwarded to the City within 30 days of the date Capital Metro receives the invoice. The City has twenty (20) working days to respond with additional detailed documentation requested relative to the disputed portion of the invoice. City and Capital Metro staff will expedite resolution of any disputed portions of invoices within sixty (60) days of original receipt. Should a dispute regarding an invoice received in any Fiscal Year delay payment beyond the November 1 payment due date, then any payment amount is due within 30 days of resolution of the disputed portions.

### Qualitative Standards

All materials and workmanship used in the completion of projects, whether completed through contract or by City forces, will conform to the City's standards and specifications, and/or any other applicable standards and specifications recommended by the design engineer.

### Quarters Reporting, and Contract Completion

Upon request by Capital Metro or the City, joint staff meetings will occur quarterly where projects of concern will be discussed. Upon request by Capital Metro, annual progress reports will be made to Capital Metro management and



the Board of Directors regarding the status of on-going projects. Any such annual report will include a description of the scope of the project, issues, status, schedule and budget.

#### Communications

- A. All written correspondence from the City of Austin to Capital Metro that relates to the transportation projects identified in Exhibit A of the 2001 Agreement and Exhibit A-2 the 2003 Agreement, as modified over time to add projects, including modifications authorized by the Agreement ("Transportation Projects"), should be sent to the V.P. of Strategic Planning and Development.
- B. All written correspondence from Capital Metro to the City of Austin that relates to Transportation Projects should be sent to the Project Manager and copied to the Director of City's Public Works Department and the Finance Manager.

**Amendment to the Interlocal Agreements  
for Build Greater Austin and Build Central Texas Program Projects  
between Capital Metropolitan Transportation Authority  
and City of Austin**

This Amendment (the “Agreement”) to those certain Interlocal Agreements, dated April 20, 1994 (“1994 Agreement”) and August 12, 2005 (“2005 Agreement”), for the “Build Greater Austin” and “Build Central Texas” programs is made by and between the City of Austin, a Texas home-rule municipal corporation (“City”) and Capital Metropolitan Transportation Authority, a transportation authority organized under Chapter 451 of the Texas Transportation Code (“Capital Metro”), collectively (“the Parties”).

**I. RECITALS**

The Parties entered into the above-referenced Interlocal Agreements regarding the “Build Greater Austin” and “Build Central Texas” programs, and now desire to amend the 1994 and 2005 Agreements as more fully set forth below in this Amendment.

The Parties have heretofore agreed that certain projects (the “Approved Projects”) identified in the 1994 Agreement, the 2005 Agreement, and/or resolutions of the Capital Metro Board related to the Build Greater Austin and Build Central Texas Programs (“Approval Resolutions”) constitute projects for which the City of Austin would be reimbursed by Capital Metro, as more particularly described in the 1994 Agreement, the 2005 Agreement, and in the Approval Resolutions. The Parties now desire to amend the 1994 Agreement and the 2005 Agreement to provide a method by which the Approved Projects may be modified by addition or removal of projects without specific approval of the Capital Metro Board, provided certain conditions are met and certification provided by Capital Metro staff.

Paragraphs III(I) and (N) of the 2005 Agreement provide that the 1994 Agreement is terminated except that claims or disputes under the 1994 Agreement, and any contractual claims based on the 1994 Agreement, which accrued during the term of that agreement, continue to be governed by the terms of the 1994 Agreement. The Parties now desire to amend the 1994 Agreement and 2005 Agreement to allow Approved Projects initially funded by the City of Austin under the 1994 Agreement and projects added under the terms of Paragraph II.(C) of this Agreement (“Added Projects”) to be reimbursed notwithstanding such projects may not be claims or disputes arising under the 1994 Agreement, or contractual claims based on the 1994 Agreement and accrued during its term.

**II. AGREEMENT**

For good and valuable consideration, the receipt and sufficiency of which is acknowledged, Capital Metro and the City agree as follows:

- A. The Parties agree that Approved Projects initially funded by the City of Austin under the 1994 Agreement and Added Projects shall constitute projects for which Capital Metro may provide reimbursement under the 1994 Agreement notwithstanding that such projects may not be claims or disputes arising under the 1994 Agreement, or contractual claims based on the 1994 Agreement that accrued during its term; Capital Metro will provide reimbursement under the 2005 Agreement and the Approval Resolutions for the Approved Projects (including Added Projects) that are not reimbursed under the 1994 Agreement.
- B. Reimbursements under the 1994 Agreement, the 2005 Agreement, or Approval Resolutions shall be in accordance with the payment method set forth in Exhibit B of the Interlocal Agreement for Regional Mobility and Transportation Projects between Capital Metropolitan Transportation Authority and City of Austin dated May 23, 2003.
- C. In the manner authorized herein, the City may add new transportation projects to, or remove transportation projects from the Approved Projects. To modify the Approved Projects by adding or removing projects, the City will provide written notice to Capital Metro 45 days prior to any proposed modification to the Approved Projects. So long as such modification does not increase Capital Metro's total funding commitment for reimbursement under the terms of the 1994 Agreement, the 2005 Agreement, and the Approval Resolutions, Capital Metro will certify the modification to the Approved Projects within 15 days after receipt of such notice if the modification meets either (1) the project criteria set forth in the 1994 Agreement, or (2) one or more of the following criteria:
1. enhances regional mobility;
  2. supports public transit;
  3. provides leverage for federal or private funds;
  4. adds to an existing program; and
  5. expedites a critical mobility project.

The certification by Capital Metro shall not be unreasonably withheld.

- D. Reimbursements provided by Capital Metro under the 1994 Agreement, the 2005 Agreement, and the Approval Resolutions shall not exceed the following amounts in the years indicated:

Fy 2010	\$1,000,000
Fy 2011	1,500,000
Fy 2012	1,800,000
Fy 2013	1,800,000
Fy 2014	1,200,000.

Any remaining amounts would be paid in fiscal years subsequent to FY 2014.

Should the total monthly invoices submitted by the City in any Fiscal Year be less than the not-to-exceed limit listed above for that year, the unused amount shall be combined with similarly unused amounts from other listed years, and the cumulative unused amount shall be used to supplement payment(s) in any Fiscal Year(s) when the monthly City invoices exceed the amount of the not-to-exceed limit.

In no event shall the total amount reimbursed by Capital Metro under the 1994 Agreement, the 2005 Agreement, and the Approval Resolutions exceed in aggregate the total amount to be reimbursed under the terms of the 1994 Agreement, the 2005 Agreement, and the Approval Resolutions.

E. Payments made by either of the Parties under this Agreement shall be made from current revenues available to the paying party.

F. Except as provided in this Amendment, the 1994 and 2005 Agreements shall remain unchanged.

G. This Amendment will be effective upon due execution by the Parties. The parties may execute this Agreement in one or more duplicate originals each of equal dignity.

(Remainder of page intentionally left blank.)

IN WITNESS WHEREOF, the Parties hereto have caused this Amendment to be executed by their respective duly authorized officers.

**Capital Metropolitan Transportation Authority**

By:  Dated: 4/23, 2010.

Doug Allen

Interim President/CEO

**Approved as to form:**



Interim Chief Counsel

**City of Austin**

By:  Dated: 4/26, 2010.

Marc A. Ott

City Manager

**Approved as to form:**



Assistant City Attorney

INTERLOCAL AGREEMENT FOR REGIONAL MOBILITY AND  
TRANSPORTATION PROJECTS BETWEEN CAPITAL METROPOLITAN  
TRANSPORTATION AUTHORITY AND THE CITY OF AUSTIN

This Interlocal Agreement for Regional Mobility and Transportation Projects (the "Agreement") dated as of June 22, 2001, is made by and between Capital Metropolitan Transportation Authority ("Capital Metro"), a transportation authority located in Travis County and Williamson County, Texas, and organized under the provisions of the Texas Transportation Code, Chapter 451, and the City of Austin, Texas (the "City"), a home rule municipal corporation.

WHEREAS, the City is located within the boundaries of the Capital Metro Service Area and Capital Metro provides transportation services for the residents of the City; and WHEREAS, the Capital Metro Board of Directors has made a strong and proactive commitment for regional mobility by agreeing to fund regional mobility and transportation projects in the Capital Metro Service Area; and

WHEREAS, the Capital Metro Board must fulfill its responsibility to monitor these projects to ensure that they carry out the transportation and mobility purposes for which the taxpayer money is collected; and

WHEREAS, Capital Metro and the City of Austin, as partners, have identified the need to establish both criteria and a process for identifying eligible projects for these funds to ensure that the region's transportation infrastructure is enhanced and maintained in the best interests of the taxpayers.

NOW, THEREFORE, in consideration of the foregoing premises, the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

I. CAPITAL METRO and CITY OF AUSTIN RESPONSIBILITIES:

1.1 To be eligible to receive funding under this Agreement, a project must meet one or more of the following criteria: (a) improve regional mobility; (b) improve mass transit; (c) leverage federal or private funds; (d) add to an existing program; and, (e) expedite a critical mobility project.

1.2 Capital Metro and the City shall seek jointly any necessary action of CAMPO in regards to expediting projects.

1.3 The City must obtain the City Council's approval of each of the eligible projects listed on Exhibit A to this agreement, which is attached hereto and incorporated herein. The Capital Metro Board shall approve each project on Exhibit A prior to the commitment of funds to the City under this Agreement. The City may modify this list by reallocating funds from one project to another provided that the amount so moved is not

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in excess of 5% of the total amount of either project. Further modifications to the list require the approval of the Capital Metro Board.

1.4 Capital Metro shall pay to the City its pro rata share of 25% of Capital Metro's one cent sales tax it imposes on sales within the limits of the City and which are collected by the State Comptroller's Office on behalf of Capital Metro for fiscal year 2001, in consideration for the City carrying out the approved transportation projects, as funds are available, identified in Exhibit A, and as modified from time to time to add approved projects. Upon execution of this Agreement, to facilitate payments to the City, City and Capital Metro staff shall develop a process that outlines project management criteria and a payment plan that shall be attached hereto and incorporated herein as Exhibit B.

1.5 Capital Metro shall pay the City \$2.75 million in the first year of this agreement and \$3.5 million per year for each of the next eleven years to expedite regional mobility projects in the region. The City may issue debt that may be repaid from the annual payments made to the City by Capital Metro under this section. Payments to the City will be made no later than thirty (30) days before each debt service payment is due. As consideration for these projects, the City will carry out the projects listed on Exhibit A as "regional mobility projects," but is required to do so only to the extent funds provided under this section are available. As further consideration, the City shall *also use its best efforts* to ensure that Capital Metro will be allowed to use the Texas Turnpike Authority (TTA) facilities toll free.

1.6 Capital Metro agrees to accelerate funding of \$20 million to the City under the Build Greater Austin (BGA) Agreement. In consideration for this payment, the City will carry out the approved projects listed on Exhibit A as BGA projects, but is required to do so only to the extent funds provided under this section are available. The City will make requests for reimbursement for projects in this category and provide periodic project progress reports and Capital Metro will provide reimbursement through the use of the billing process outlined in the Memorandum of Understanding between the City and Capital Metro dated October 1, 1997 related to the BGA Program.

1.7 Capital Metro shall pay the City \$1 million for a sixteen (16) month period with an accelerated payment of \$500,000 to cover the first four month period and another payment of \$500,000 for the next twelve (12) month period to facilitate the start-up of an Incident Management Program that will include the development of a 10 year Incident Management Plan as described in the Austin Police Department/Capital Metro Incident Management Plan, attached hereto and incorporated herein as Exhibit C, but not to replace any current City funding for the Incident Management Program. Capital Metro further commits \$0.5 million per year in equal monthly installments beginning in fiscal year 2003-2010 to partially support the incident management study recommendations. The final program is intended to include coordination of communication and programs with Capital Metro, City of Austin, Austin Police Department, Texas Department of Transportation, and Williamson and Travis Counties.

1.8 All payments made by Capital Metro under this Agreement to the City shall be segregated and not commingled with other City funds. Any interest or other earnings

from such funds shall inure solely to the benefit of the identified Mobility Projects, and shall not inure to any other City funds.

### III. BOOKS AND RECORDS

#### 3.1 Books and Records Required.

(a) At all times during the Term of this Agreement, Capital Metro shall cause accurate books and records of account to be maintained as are necessary to the City.

(b) At all times during the Term of this Agreement, the City shall cause accurate books and records of account to be maintained as are necessary to permit the verification of the use of any funds paid by Capital Metro to the City pursuant to this Agreement in accordance with current Build Greater Austin (BGA) provisions. The City shall submit a quarterly report thirty (30) days after the completion of the first full quarter and every quarter thereafter following the implementation of each Project payment for each Project under this Agreement, including but not limited to, a description of the scope of the approved Project, issues status, schedule, and budget and in accordance with the agreed upon Exhibit B.

#### 3.2 Right of Inspection and Audit.

(a) The books and records of the City shall be subject to audit by Capital Metro or its designee. Further, Capital Metro shall have the right, at its own expense, to inspect, examine, and copy, to the extent permitted by applicable law, such portion of the books, records, files, and other documents maintained by the City with respect to funds received from Capital Metro under this Agreement and Projects maintained and/or constructed with such funds.

(b) The books and records of Capital Metro shall be subject to audit by the City or its designee. Further, the City shall have the right, at its own expense, to inspect, examine, and copy, to the extent permitted by applicable law, such portion of the books, records, files, and other documents maintained by Capital Metro with respect to funds committed to these regional mobility transportation projects.

3.3 Public Information Requests. The parties agree that a party receiving a request for public information with respect to this Agreement under the Texas Public Information Act, Tex. Gov't Code Ann., Ch.552, shall notify the other party immediately upon receipt of the request and the parties agree to assist and cooperate with each other to assure a complete and expeditious response to such requests.

### IV. MISCELLANEOUS

4.1 Severability. Each provision of this Agreement is intended to be severable. If any term or provision hereof shall be determined by a court of competent jurisdiction to be illegal or invalid for any reason whatsoever, such provision shall be severed from this Agreement and shall not affect the validity of the remainder of this Agreement.



4.2 Waiver; Consents. No consent or waiver, express or implied, by either party hereto or of any breach or default by the other party in the performance by the other of its obligations hereunder shall be valid unless in writing, and no such consent or waiver shall be deemed or construed to be a consent or waiver to or of any other breach or default in the performance by such other party of the same or any other obligations of such party hereunder. Failure on the part of either party to complain of any act or failure to act of the other party or to declare the other party in default, irrespective of how long such failure continues, shall not constitute a waiver by such party of its rights hereunder. The granting of any consent or approval in any other instance by or on behalf of any party hereto shall not be construed to waive or limit the need for such consent in any other or subsequent instance.

4.3 Governing Law. This Agreement shall be governed by the laws of the State of Texas.

4.4 Force Majeure. Each party shall be excused for failures and delays in performance of its respective obligations under this Agreement due to any cause beyond the control and without the fault of such party, including without limitation, any act of God, war, riot or insurrection, law or regulation, strike, fire, flood, explosion or inability due to any of the aforementioned causes to obtain necessary labor, materials or facilities. This provision shall not, however, release such party from using its best efforts to avoid or remove such cause and such party shall continue performance hereunder with the utmost dispatch whenever such causes are removed. Upon claiming any such excuse or delay for non-performance, such party shall give prompt written notice thereof to the other party, provided that failure to give such notice shall not in any way limit the operation of this provisions.

4.5 Remedies. All rights, powers and remedies granted to either party by any particular term of this Agreement are in addition to, and not in limitation of, any rights, powers or remedies which it has under any other term of this Agreement, at common law, in equity, by statute, or otherwise. All such rights powers and remedies may be exercised separately or concurrently, in such order and as often as may be deemed expedient by either party. No delay or omission by either party to exercise any right, power or remedy shall impair such right, power or remedy or be construed to be a waiver of or an acquiescence to any breach or default. A waiver by either party of any breach or default hereunder shall not constitute a waiver of any subsequent breach or default.

4.6 Assignment. No party hereto shall have the right, power or authority to assign this Agreement, or any portion hereof or any monies due or to become due hereunder, without the prior written approval of the other party; provided that Capital Metro consents to the City assigning the revenues, to be paid by Capital Metro to the City pursuant to this Agreement, as security or partial security for debt issued by the City.

4.7 Successor in Interest. All of the rights, benefits, duties, liabilities, and obligations of the parties hereto shall inure to the benefit of and be binding upon the parties and their permitted successors and assigns and nothing expressed or mentioned in this Agreement is intended or shall be construed to give any other person any legal or equitable right, remedy or claim under or in respect of this Agreement or any provisions of this Agreement; this Agreement and conditions and provisions hereof being intended to be

are included in the request. There is also a need for additional printed materials and public service announcements for education efforts.

The primary innovation included in the enhancement request is the creation of a traffic "war room" (the Traffic Command Center) where information could be centralized and evaluated on an ongoing basis. A traffic information analyst and an administrative specialist would be hired to staff the TCC and a data entry position would be established in the Central Records Unit to enter traffic report information. The traffic analyst would be critical in maintaining a traffic database. He or she would be able to determine traffic "hotspots" and investigate the details of accident patterns including time of day, weather conditions, type of vehicle, characteristics of the drivers, etc. Police would use the resulting trend analyses when they work with other agencies to reduce hazardous driving conditions.

The final piece of the request is funding for overtime for traffic mitigation. APD has some grant funding from TxDOT for overtime, but it is used in predetermined locations like the Interstate and major Highways. The overtime enhancement funding would be more flexible so officers could work a variety of locations identified by traffic analysis.

### Performance Measurement

APD has several subgoals for traffic that are reported to City management quarterly:

- Reduce fatal collisions by 10%
- Reduce injury collisions by 5%
- Reduce average accident clearance time on IH-35 by 10%

The following table shows recent performance on these goals:

Measure	FY00	FY00	FY01
Number of traffic fatalities per 100,000 population	Target 10	Actual 12	Target 7.2
Number of serious injury collisions per 100,000 population	1,182	1,254	1,169
Average time to clear an accident on IH-35	30 minutes	46.6 minutes	39.8 minutes

Last year, APD was unable to meet the performance targets on these measures. This year, APD has set revised, slightly higher targets. New strategies and increased enforcement will be necessary to meet the new targets.

and being for the sole and exclusive benefit of the parties and for the benefit of no other person.

4.8 Right to Sue. Capital Metro and the City have the exclusive right to bring suit to enforce this Agreement, and no other party may bring suit, as a third party beneficiary or otherwise, to enforce this Agreement.

4.9 Modification of Agreement. This Agreement constitutes the entire agreement between the parties hereto relating to the subject matter of this Agreement. To be effective, any modification of this Agreement must be in writing and signed by the party to be charged thereby.

4.10 Headings. The headings of the Sections and Articles of this Agreement are inserted for convenience of reference only and shall not in any manner affect the construction or meaning of anything herein contained or govern the rights or liabilities of the parties hereto.

4.11 Notices. All notices, requests, and communications required or permitted hereunder shall be in writing and shall be sufficiently given and deemed to have been received upon personal delivery or delivery by overnight courier or, if mailed, upon the first to occur of actual receipt or seventy-two (72) hours after being placed in the United States mail, postage prepaid, registered or certified mail, receipt requested, addressed to the parties as follows:

Capital Metro: General Manager

Capital Metropolitan Transportation Authority

2910 East Fifth Street

Austin, Texas 78702

Copy to: Chief Counsel

The City: City Manager

P.O. Box 1546

Austin, Texas 78747-1546

Copy to: City Attorney

Notice of a change in address of one of the parties shall be given in writing to the other party as provided above, but shall be effective only upon actual receipt.

4.12 Nondiscrimination. The parties shall not discriminate on the basis of race, sex, age, religion, national origin, or handicap in maintaining and/or constructing Facilities under this Agreement or in the selection of employees or independent contractors.

4.13 Counterparts. This Agreement may be executed in exact counterparts and when so executed by the parties hereto shall be effective in accordance with the terms hereof.

IN WITNESS WHEREOF, the parties have hereunto set their hand as of the day and year first above written.

CAPITAL METRO:

CAPITAL METROPOLITAN

TRANSPORTATION AUTHORITY

By:

Karen J. Rae

Signature:

*Karen J. Rae*

Title:

General Manager

THE CITY:

CITY OF AUSTIN, TEXAS

By:

Jesus Garza

Signature:

*Jesus Garza*

Title:

City Manager

**Exhibit A**  
**Proposed Projects to be Funded v Metro Funding in FY 2001**

Category		Project Category/Project	Funding Source and Amount (in millions)	Capital Metro Review		
			Transportation/ Mobility Enhancements 1/4 cent (Note 1)	Build Greater Austin (Note 2)	Regional Mobility (Note 3)	
Right of Way	Loop 1 North (NOT YET APPROVED BY COUNCIL; SEE NOTE 4)				\$23.50	Enhances regional mobility; maximizes leverage of funding.
Right of Way	SH 45 North (NOT YET APPROVED BY COUNCIL; SEE NOTE 4)				\$5.50	Enhances regional mobility; maximizes leverage of funding.
Right of Way	I-35/Parmer Interchange		\$6.00			Additive transportation project.
Sidewalk	Schools/Safety (See attached List 1)		\$0.50			Additive transportation project.
Sidewalk	Arterials/Neighborhoods (See attached List 2)		\$1.21	\$2.50		Additive transportation projects; BGA Pedestrian/Bicycle Safety and Access program.
Bicycle	Upper Boggy Creek Hike and Bike Trail (Match) *		\$0.93			Additive transportation project.
Bicycle	Shoal Creek Trail Improvements		\$1.00			Additive transportation project.
Bicycle	Bicycle lanes on 26th (Dean Keeton) Street		\$0.05			Additive transportation project.
Traffic Signals	Fourteen new signal installations			\$1.50		BGA Transit Corridor Improvements program.
Roadway	Loyola Lane		\$15.80			Additive transportation project.
Roadway	William Cannon - Onion Creek Bridge to Dixie Drive			\$3.00		BGA Annual Street Reconstruction program.
Roadway	Dittmar Road			\$1.00		BGA Annual Street Reconstruction program.
Roadway	Freidrich Lane		\$1.50			Additive transportation project.
Roadway	Anderson Mill Road			\$1.00		BGA Annual Street Reconstruction program.
Intersection	See attached List 3			\$1.00		BGA Transit Corridor Improvements program.
Great St/ Traditional Neighborhood	Second Street - Colorado to Convention Center			\$3.00		BGA Annual Street Reconstruction program.
Great St/ Traditional Neighborhood	7th Street Gateway Development		\$0.80			Additive transportation project.
Great St/ Traditional Neighborhood	Guadalupe Improvements/23rd Street Sidewalk		\$0.75	\$2.00		Additive transportation project; BGA Transit Corridor Improvements program.
Great St/ Traditional Neighborhood	Congress Avenue Bridge (Match)		\$0.96			Additive transportation project.
BGA	Construct Manchaca - Wm. Cannon to Stassney					BGA Annual Street Reconstruction program.
BGA	Construct Nuckolls Crossing - Stassney/Pleasant Valley					BGA Annual Street Reconstruction program.
BGA	Construct Airport - US 290 to Guadalupe					BGA Annual Street Reconstruction program.
BGA	Emergency Street Repairs			\$0.20		BGA Emergency Street Repairs program.
BGA	Design of Streets for FY '02			\$0.40		BGA Annual Street Reconstruction program.
BGA	Funding for FY '02 and FY '03			\$1.60		BGA Annual Street Reconstruction program.
Program Subtotals			\$29.50	\$17.20	\$29.00	Additive program.
Incident Management		Incident Management program with City of Austin.				
Note 1: The City's portion of Capital Metro's 1/4 cent for FY 2001 is assumed to be approximately \$29.5 million.						

# Exhibit Proposed Projects to be Funded by Metro Funding in FY 2001

#1

## Proposed Safety/School Projects for Council Consideration 5/24

Start	End	Total
Fairview	Big Bend	\$79,000.00
Meador Ave.	Blackson	\$70,545.00
Carver Ave	Blackson	\$70,545.00
Grand Canyon	St. Johns	\$63,225.00
Leasdale	Tartan	\$25,915.00
S. 1st	Wm. Cannon	\$37,560.00
Tallow Tree	Lemon	\$16,985.00
Teri Rd 4800 Blk	Coppertend	\$9,070.00
Teri road 4600 Blk	Pl. Valley	\$19,130.00
Morrow	Guadalupe	\$12,295.00
North Hills	end of school	\$19,130.00
North Hills	to corner	\$5,130.00
Northway	Guadalupe	\$15,615.00
Prairie Dell	400 Blk	\$12,835.00
Robert Martinez	4th	\$57,735.00
Linda Lane	Whelless	\$11,450.00
	Brarcliff	\$526,165.00

#2

## Proposed Sidewalk Projects for Council Consideration 5/24

Start	End	Total
Robert E. Lee	Barton Spgs	\$80,000.00
Jollyville Road	Braker	\$229,000.00
7th St.	Duval	\$31,000.00
Enfield Rd.	Shady	\$112,400.00
Enfield Rd.	Exposition	\$167,000.00
Riverside	Mopac	\$52,000.00
Montopolis	Burton	\$222,600.00
Barton Springs	Riverside	\$305,000.00
Barton Springs	Mopac	\$305,000.00
Lamar	SH 360	\$54,600.00
Lamar	Parlther	\$92,400.00
Lamar	Mary	\$2,630.00
Lamar	MLK	\$314,000.00
Lamar	30th St.	\$75,600.00
Lamar	45th St.	\$20,400.00
Airport	Justin	\$236,000.00
Metric	Guadalupe	\$155,000.00
Stassney	Rutland	\$83,000.00
Guadalupe	Congress	\$58,800.00
Lakeshore	51st	\$170,400.00
Koenig/RM 2222	Riverside	\$245,500.00
Koenig/RM 2222	Loop 1	\$25,500.00
Windsor Road	Loop 1	\$141,000.00
Northeast Dr.	Jarratt	\$3,367,830.00
	Auburndale	

#3

## TSM Intersection Projects - TBD

Metric and Parmer  
Spicewood Springs and Loop 1  
Airport and Manor  
MLK and Airport

# Enhancements to Austin Police Department Traffic Incident Management: A Proposal for Capital Metro

March 21, 2001

One of the five stated goals in the Austin Police Department's Business Plan is to "improve traffic safety so that motorists and pedestrians may move safely in Austin." Progress toward this goal is measured monthly in reports to department executives and quarterly in reports to City Management. Over the last two years, Austin Police Department (APD) officers working on traffic issues have been asking for additional resources that they feel are necessary in order to make significant improvements in traffic incident management. This proposal includes an estimate of the anticipated impact on Capital Metro operations, a summary of the requested resources, and performance measures to gauge the success of the enhancements.

## Impact on Capital Metro Operations

There are several ways that funding APD will benefit Capital Metro. Communication about traffic problems will be facilitated by APD's supervision of a "Central Texas Incident Management Study" and APD having a fully staffed Traffic Command Center (TCC) dedicated to coordinating traffic information.

The Central Texas Incident Management Study will kick off in May 2001 with a meeting of the appropriate law enforcement and transportation representatives from Hays, Travis and Williamson counties. APD, Capital Metro and possibly the Chamber of Commerce will sponsor the initial meeting. Representatives involved in traffic management in San Antonio and Dallas will also be present to share their experience. This meeting will frame the scope of the study.

The Incident Management Study will be subcontracted out to an independent researcher and it will take approximately eighteen months to complete. The study will identify:

- Traffic issues
- Key players in reducing traffic
- Recommendations for traffic management

APD staff will organize additional meetings with area representatives, analyze traffic data, research "best practices" in other cities, and seek information on funding opportunities. Since commuters frequently cross city and county lines, a cross-jurisdictional trend analysis will be necessary. Regional analysis requires a new level of data sharing, but APD has the expertise and experience within the Planning and Analysis Division to help the new traffic analyst work through the issues.

The key staff in the Traffic Command Center includes two senior officers with expertise in License & Weights and DWI enforcement, a civilian Traffic Analyst, a data entry position, and an Administrative Specialist. Additional APD traffic officers will work out of the TCC. The TCC staff will track ongoing traffic issues, relay information to other agencies about emerging traffic problems, schedule overtime for officers working traffic enforcement, and coordinate regional planning efforts. There are several ways that these activities will benefit Capital Metro:

- APD will write Standard Operating Procedures for the TCC that will include a section on communication. The procedures will create a direct link between the APD and the Capital Metro communications systems so that Capital Metro will receive **immediate notification about serious accidents**. This information will assist persons deciding when and where to reroute buses.
- More APD officers will be available to work the **special events** that tie up traffic flow because of increase overtime funding.
- **Traffic bulletins** will be distributed to agencies throughout the region on a regular basis. This information will provide Capital Metro with another way to monitor changes in traffic flow.
- The City of Austin recently revised the **towing ordinance** in order to reduce the time to clear major roadways. As partners, APD and Capital Metro can work with members of the Towing Association to negotiate methods to move disabled buses faster.
- APD will coordinate **quarterly planning meetings for the region** that will include Capital Metro, TXDOT and law enforcement in Travis, Hays and Williamson Counties. The meetings will include presentations on the impact of population growth, TXDOT construction projects, and "best practices" in traffic management from other cities.
- APD will coordinate **monthly "incident management" meetings** that will focus on recurring traffic congestion identified by APD, Capital Metro and TXDOT.
- APD will coordinate travel to investigate innovations in traffic management in other cities for teams of representatives from APD and Capital Metro.

## Requested Resources

APD traffic operations needs more equipment, analysis of traffic information, and overtime funding to increase enforcement efforts. Taken together, these enhancements to existing traffic incident management should produce a more visible, efficient, and effective enforcement effort. More specifically, APD needs radar equipment, traffic counting devices, and several more trailers that announce the motorist's speed as they pass by (SMART trailers). There is always a shortage of motorcycles and unmarked police vehicles and two of each



Potential performance measures for an APD/Capital Metro partnership include:

- Number of traffic "hotspot" bulletins provided to Capital Metro planners.
- Quarterly analysis of traffic incidents on major bus routes.
- Percent of time buses are running on schedule (maintained by Capital Metro).

The Austin Police Department will provide Capital Metro with quarterly reports on the aforementioned performance measures and other measures defined by the Incident Management Team. Reports on a subset of measures, such as the locations with the most accidents, and financial reporting will take place monthly.

## Traffic Initiative Budget Narrative

### Setting Up the TCC

Furniture Includes a conference table and chairs for planning meetings.

Small Equipment Includes a fax machine and other minor equipment.

Plotter/printer Large color printer for making wall-sized maps

### Maintaining the TCC

Supplies Includes paper, toner and other office supplies.

Contracts Includes copier rental, software licenses, and plotter maintenance.

### Staffing

Traffic Analyst Works in the TCC. Costs include salary, benefits and a computer workstation that includes CPU, monitor, printer, desk and chair.

Admin. Specialist Works in the TCC. Costs include salary, benefits and a computer workstation that includes CPU, monitor, printer, desk and chair.

Admin. Assistant Works in APD Central Records entering traffic report data. Costs include salary, benefits and a computer workstation that includes CPU, monitor, printer, desk and chair.

### Public Education Campaign

Includes brochures, print ads and the production of Public Service Advertisements. A LCD projector may be included for presentations to large groups.

### Central Texas Incident Management Study

Subcontract with a local researcher or academic institution to study regional traffic issues and provide recommendations on how to improve traffic management. A report outlining the findings of the study would be completed in September 2002.

### Regional Planning & Coordination and Site Visits

Includes mailing and large print jobs for local meetings, space rental for regional meetings, and travel to other cities to research innovations in traffic management.

Staffing Software	<p>One time purchase of software to efficiently deploy overtime resources and explore restricting options.</p> <p>Potential products include Staff Wizard and Beat Builder.</p>
Equipment	<p>SMART trailer</p> <p>Mobile radar devices that project the motorists speed on a large screen as they pass by. Cost is for 6 units at \$9,000 each.</p>
Counting devices	<p>Device attaches to street to count the number of cars and time of day. Cost is for 26 units at \$1,000 each.</p>
TALON radar	<p>Radar detectors for monitoring motorists speed. Cost is for 50 units the first year at \$2,000 each, and 12 units the second year at \$2,340 dollars each.</p>
Overtime	<p>Approximately 3,000 hours per year in overtime to work traffic and DWI enforcement.</p>



## MEMORANDUM

**To:** Lisa Y. Gordon, Assistant City Manager  
Joe Canales, Assistant City Manager  
Laura Huffman, Assistant City Manager


**FROM:** Austan S. Librach, P.E., AICP  
Director  
Transportation, Planning & Sustainability Department

**DATE:** June 3, 2003

**SUBJECT:** Interlocal Agreement with Capital Metro

Attached is a signed copy of the Interlocal Agreement between the City of Austin and Capital Metropolitan Transportation Authority. The Agreement identifies city projects to be funded by Capital Metro's quarter-cent tax, funding for the Police Department's Incident Management Program, and partnership in the Saltillo District Redevelopment Plan. This agreement also defines reimbursement policies for all projects including the Build Greater Austin program.

If you have any questions, please call me at 974-2357.

  
Austan S. Librach, P.E., AICP  
Director

### TRANSPORTATION, PLANNING & SUSTAINABILITY DEPARTMENT

**C:** Toby H. Futrell, City Manager  
Chief Stan Knee, Police Department  
Peter Rieck, Public Works Department  
Sondra Creighton, Public Works Department  
David Lloyd, Law Department  
Yuki Miyamoto, APD  
Brian Manley, APD  
Tom Forrest, TPSD  
Dave Gerard, TPSD  
Jana McCann, TPSD  
Joyce Pulich, TPSD  
Jim Nicoletto, TPSD

# INTERLOCAL AGREEMENT

## Regional Mobility and Transportation Projects between Capital Metropolitan Transportation Authority and City Of Austin

This Interlocal Agreement for Regional Mobility and Transportation Projects (the "Agreement") dated as of 5/23/03, is made by and between Capital Metropolitan Transportation Authority ("Capital Metro"), a transportation authority located in Travis County and Williamson County, Texas, and organized under the provisions of the Texas Transportation Code, Chapter 451, and the City of Austin, Texas (the "City"), a home rule municipal corporation.

WHEREAS, the City is located within the boundaries of the Capital Metro Service Area and Capital Metro provides transportation services for the residents of the City; and

WHEREAS, the Capital Metro Board of Directors has made a strong and proactive commitment for regional mobility by agreeing to fund regional mobility and transportation projects in the Capital Metro Service Area; and

WHEREAS, the Capital Metro Board must fulfill its responsibility to monitor these projects to ensure that they carry out the transportation and mobility purposes for which the taxpayer money is collected; and

WHEREAS, Capital Metro and the City of Austin, as partners, have identified the need to establish both criteria and a process for identifying eligible projects for these funds to ensure that the region's transportation infrastructure is enhanced and maintained in the best interests of the taxpayers.

NOW, THEREFORE, in consideration of the foregoing premises, the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

### I. CAPITAL METRO and CITY OF AUSTIN RESPONSIBILITIES

- A. To be eligible to receive funding under this Agreement, a project must be located in the Capital Metro service area and meet one or more of the following criteria:
  1. enhances regional mobility;
  2. supports public transit;
  3. provides leverage for federal or private funds;
  4. adds to an existing program; and,
  5. expedites a critical mobility project.
- B. The City shall obtain the City Council's approval of each of the eligible projects listed on Exhibit A to this agreement, which is attached hereto and incorporated herein. The Capital Metro Board shall approve each project on Exhibit A prior to the commitment of funds to the City under this Agreement. Provided that approved

projects remain funded and are completed, the City may modify this list by reallocating funds from one project to another within (not among) a listed category. Further modifications to the list among categories require the approval of the Capital Metro Board. Specifically named projects must be completed or the City must obtain the approval of the Capital Metro Board prior to modifying the project. The City may consider the effect of a project on the Barton Springs Recharge Zone in determining whether to finally approve funding for the project, or whether to include the project in the eligible list for subsequent years under this Agreement.

- C. Capital Metro shall pay to the City its pro rata share of 25% of Capital Metro's one cent sales tax it imposes on sales within the limits of the City and which are collected by the State Comptroller's Office on behalf of Capital Metro for fiscal years 2003 and 2004, in consideration for the City carrying out the approved transportation projects, as funds are available, identified in Exhibit A, and as modified from time to time to add approved projects. To facilitate payments to the City, City and Capital Metro staff have developed a process that outlines project management criteria and a payment plan that is attached hereto and incorporated herein as Exhibit B.
- D. In addition to projects listed in Exhibit A, (1) the City and CMTA shall be partners in the planning associated with the SALTILLO DISTRICT REDEVELOPMENT PROJECT ("SDRP"), as described and set out in the SDRP Roles and Responsibilities document attached as Exhibit C to this Agreement; and (2) the City shall provide station planning assistance to Capital Metro for the Rapid Transit Project, as described and set out in the attached Exhibit D to this Agreement.
- E. Capital Metro further commits \$500,000 per year in equal monthly installments beginning in fiscal year 2003, through fiscal year 2010, to partially support the City of Austin, Austin Police Department Incident Management Program as described in the Annual Austin Police Department/Capital Metro Incident Management Plan. The Fiscal Year 2003 Austin Police Department/Capital Metro Incident Management Budget and Narrative is attached hereto and incorporated herein as Exhibit E. The Austin Police Department/Capital Metro Incident Management Budget and Narrative must be revised by the Austin Police Department and approved by the Capital Metro President/CEO each fiscal year prior to the release of funds. The Incident Management Program will continue to focus on the coordination of communication and programs with Capital Metro, City of Austin, Austin Police Department, Texas Department of Transportation, and Williamson and Travis Counties.

## **II. BOOKS AND RECORDS**

### **A. Books and Records Required**

- 1. At all times during the Term of this Agreement, Capital Metro shall cause accurate books and records of account to be maintained as are necessary to the City.
- 2. At all times during the Term of this Agreement, the City shall cause accurate books and records of account to be maintained as are necessary to permit the verification of the use of any funds paid by Capital Metro to the City pursuant to this Agreement in accordance with current Build Greater Austin (BGA) provisions as amended in Exhibit

B. The City shall submit a quarterly report thirty (30) days after the completion of the first full quarter and every quarter thereafter following the implementation of each project payment for each project under this Agreement, including but not limited to, a description of the scope of the approved Project, issues status, schedule, and budget and in accordance with the exhibits attached herein.

B. Right of Inspection and Audit

1. The books and records of the City shall be subject to audit by Capital Metro or its designee. Further, Capital Metro shall have the right, at its own expense, to inspect, examine, and copy, to the extent permitted by applicable law, such portion of the books, records, files, and other documents maintained by the City with respect to funds received from Capital Metro under this Agreement and projects maintained and/or constructed with such funds.
2. The books and records of Capital Metro shall be subject to audit by the City or its designee. Further, the City shall have the right, at its own expense, to inspect, examine, and copy, to the extent permitted by applicable law, such portion of the books, records, files, and other documents maintained by Capital Metro with respect to funds committed to these regional mobility transportation projects.

C. Public Information Requests

The parties agree that a party receiving a request for public information with respect to this Agreement under the Texas Public Information Act, Texas Government Code Ann., Ch. 552, shall notify the other party immediately upon receipt of the request, and the parties agree to assist and cooperate with each other to assure a complete and expeditious response to such requests.

III. MISCELLANEOUS

A. Severability

Each provision of this Agreement is intended to be severable. If any term or provision hereof shall be determined by a court of competent jurisdiction to be illegal or invalid for any reason whatsoever, such provision shall be severed from this Agreement and shall not affect the validity of the remainder of this Agreement.

3.2 Waiver; Consents

No consent or waiver, express or implied, by either party hereto or of any breach or default by the other party in the performance by the other of its obligations hereunder shall be valid unless in writing, and no such consent or waiver shall be deemed or construed to be a consent or waiver to or of any other breach or default in the performance by such other party of the same or any other obligations of such party hereunder. Failure on the part of either party to complain of any act or failure to act of the other party or to declare the other party in default, irrespective of how long such failure continues, shall not constitute a waiver by such party of its rights hereunder. The granting of any consent or approval in any other instance by or on behalf of any party hereto shall not be construed to waive or limit the need for such consent in any other or subsequent instance.

B. Governing Law.

This Agreement shall be governed by the laws of the State of Texas.

D. Force Majeure

Each party shall be excused for failures and delays in performance of its respective obligations under this Agreement due to any cause beyond the control and without the fault of such party, including without limitation, any act of God, war, riot or insurrection, law or regulation, strike, flood, fire, explosion or inability due to any of the aforementioned causes to obtain necessary labor, materials or facilities. This provision shall not, however, release such party from using its best efforts to avoid or remove such cause and such party shall continue performance hereunder with the utmost dispatch whenever such causes are removed. Upon claiming any such excuse or delay for non-performance, such party shall give prompt written notice thereof to the other party, provided that failure to give such notice shall not in any way limit the operation of this provisions.

E. Remedies

All rights, powers and remedies granted to either party by any particular term of this Agreement are in addition to, and not in limitation of, any rights, powers or remedies which it has under any other term of this Agreement, at common law, in equity, by statute, or otherwise. All such rights powers and remedies may be exercised separately or concurrently, in such order and as often as may be deemed expedient by either party. No delay or omission by either party to exercise any right, power or remedy shall impair such right, power or remedy or be construed to be a waiver of or an acquiescence to any breach or default. A waiver by either party of any breach or default hereunder shall not constitute a waiver of any subsequent breach or default.

F. Assignment

No party hereto shall have the right, power or authority to assign this Agreement, or any portion hereof or any monies due or to become due hereunder, without the prior written approval of the other party; provided that Capital Metro consents to the City assigning the revenues, to be paid by Capital Metro to the City pursuant to this Agreement, as security or partial security for debt issued by the City.

G. Successor in Interest

All of the rights, benefits, duties, liabilities, and obligations of the parties hereto shall inure to the benefit of and be binding upon the parties and their permitted successors and assigns and nothing expressed or mentioned in this Agreement is intended or shall be construed to give any other person any legal or equitable right, remedy or claim under or in respect of this Agreement or any provisions of this Agreement; this Agreement and conditions and provisions hereof being intended to be and being for the sole and exclusive benefit of the parties and for the benefit of no other person.



#### H. Right to Sue

Capital Metro and the City have the exclusive right to bring suit to enforce this Agreement, and no other party may bring suit, as a third party beneficiary or otherwise, to enforce this Agreement.

#### I. Modification of Agreement

This Agreement amends and replaces a previous Interlocal Agreement for Regional Mobility between the City of Austin and Capital Metro dated June 22, 2001, and the previous agreement is terminated; provided however, that any claims or disputes between the parties arising under the prior Agreement shall continue to be governed by the terms of the prior Agreement, and the prior Agreement is continued for that purpose only. This Agreement constitutes the entire agreement between the parties hereto relating to the subject matter of this Agreement. To be effective, any modification of this Agreement must be in writing and signed by the party to be charged thereby.

#### J. Headings

The headings of the Sections and Articles of this Agreement are inserted for convenience of reference only and shall not in any manner affect the construction or meaning of anything herein contained or govern the rights or liabilities of the parties hereto.

#### K. Notices

All notices, requests, and communications required or permitted hereunder shall be in writing and shall be sufficiently given and deemed to have been received upon personal delivery or delivery by overnight courier or, if mailed, upon the first to occur of actual receipt or seventy-two (72) hours after being placed in the United States mail, postage prepaid, registered or certified mail, receipt requested, addressed to the parties as follows:

Capital Metro:

President/C.E.O

Capital Metropolitan Transportation Authority

2910 East Fifth Street

Austin, Texas 78702

Copy to: Chief Counsel

The City:

City Manager

City of Austin

P.O. Box 1088

Austin, Texas 78767-1088

Copy to: City Attorney

Notice of a change in address of one of the parties shall be given in writing to the other party as provided above, but shall be effective only upon actual receipt.

L. Nondiscrimination

The parties shall not discriminate on the basis of race, sex, age, religion, national origin, or handicap in maintaining and/or constructing Facilities under this Agreement or in the selection of employees or independent contractors.

M. Counterparts

This Agreement may be executed in exact counterparts and when so executed by the parties hereto shall be effective in accordance with the terms hereof.

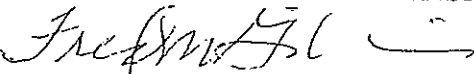
N. Previous Agreement

This Agreement amends and replaces a previous Interlocal Agreement for Regional Mobility and Transportation Projects, and the previous agreement is terminated. Provided however, that any contractual claims based on the prior Agreement which accrued during the term of that agreement shall continue to be governed by the terms of the prior Agreement, and the prior Agreement shall be continued in effect for such purposes

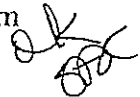
IN WITNESS WHEREOF, the parties have hereunto set their hand as of the day and year first above written.

CAPITAL METRO:

CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

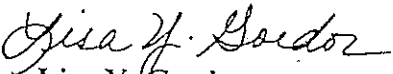
By: 

Name: Fred M. Gilliam

Title: President/CEO 

THE CITY:

CITY OF AUSTIN, TEXAS

By: 

Name: Lisa Y. Gordon

Title: Assistant City Manager

Possible Projects with FY2002 CMTA Funds			FY 2002 1/4 Cont Possible Allocation	Notes
Item #	Project Category/Project			
Regional Mobility Projects				
1	Loop 1/ US 183 Special Committee:		\$0.30	All projects must meet CMTA Criteria: 1) enhances regional mobility; 2) is additive; 3) in CMTA service area; 4) supports public transit; 5) maximizes leverage
2	HOV/Bus Access Study		\$0.60	
3	Comprehensive East -West Traffic Plan		\$0.25	
4	Traffic Analysis of Rapid Transit		\$1.50	
5	Intermodal Station Planning and Implementation		\$0.50	
6	Visioning Study			
Sidewalk Projects - Schools/Safety				
7	Sidewalk Projects - Arterials/Neighborhoods		\$1.00	All projects must meet COA Criteria: 1) Not in Recharge Zone 2) Meets Overall 15% Policy for Bike and Ped 3) Has Council Approval but Unfunded 4) Can be completed in 3 years 5) Enhances Safety 6) Enhances Regional Mobility 7) City-wide geographical distribution  ..... These projects include the provision of sidewalks
8	ADA Comprehensive Plan		\$1.00	
9	Bicycle Projects		\$0.25	
10	Montopolis Ped Bridge/Paths		\$0.25	
11	North Austin Bicycle Transportation Study & Implementation		\$1.00	
Traffic Signals				
	Signalization (Wm Cannon, Slaughter, Slassney, Jollyville)			
Roadway Improvements/Construction				
12	E 7th St (Implementation)		\$1.50	
13	Pleasant Valley (St Elmo to Bulton Bend)		\$3.52	
14	Anderson Mill (Williamson County Portion)		\$2.70	
15	Tuscany/Ferguson (Sprinkle Culoff to Tuscany Way/Exchange)		\$0.78	
Intersection Projects				
16	TSMs		\$1.00	
Great Streets/Traditional Neighborhood Corridors				
17	Seaholm Plan Implementation:		\$2.00	..... Great Streets and Seaholm could be funded if Council adopts those studies.
18	Pilger Bridge Extension		\$1.00	
19	Union Pacific Railroad ROW (Crescent)		\$2.50	
20	Near Term DAMP Recommendations		\$0.23	
20	2nd/3rd Street Reconstruction			
	Town Lake Park Bus Turn-Around			
Regional Safety and Mobility Improvements:				
21	Safety Improvements		\$1.50	
22	Rejave 4th and 5th from IH-35 to Pleasant Valley		\$0.42	
23	S. 1 <sup>st</sup> /Radam - Left turn lanes on S. 1 <sup>st</sup>		\$0.15	
24	William Cannon Median Openings between Brodie and Bannockburn		\$0.05	
24	William Cannon - 350' raised median west of IH 35			
Maintenance and Reconstruction				
25			\$4.50	
TOTAL			\$29.00	

Note 1: The City's portion of Capital Metro's 1/4 cent for FY 2001 is assumed to be approximately \$29 million. The City will ultimately receive 97% of Capital Metro's actual collections.

Highlighted amounts are all associated with minimum 15% total for bicycle and pedestrian projects

## EXHIBIT B

### Interagency Project Management Protocol

Reference is made to the Interlocal Agreement ("Interlocal") between the City of Austin ("City") and Capital Metropolitan Transportation Authority ("Capital Metro") effective from June 21, 2001. Capitalized terms used in this document and not otherwise defined shall have the same meaning as used in the Interlocal.

Sections I-D of the Interlocal provides that City and Capital Metro staff shall develop a process that outlines project management criteria and a payment plan that shall be attached to the Interlocal. Further, Section III-A provides that the City shall submit quarterly reports to Capital Metro in accordance with the attached exhibits. This document constitutes Exhibit B and is effective from the date set below. Exhibit B establishes procedures, standards, and guidelines relative to the programming, planning, design and construction of projects jointly implemented by Capital Metro and the City of Austin under the Interlocal.

All provisions of this Exhibit will be observed by Capital Metro and the City, as attested by the signatures below unless amended through mutual agreement of Capital Metro's President/C.E.O and the Director of the City's Transportation, Planning & Sustainability Department.

#### Indirect and Administrative Cost

Project management and construction management costs for contracted projects shall be based upon direct labor expense for project management and construction inspection services, with a rate for indirect and fringe costs that is identical to the indirect rate charged to City projects during the same time period.

#### Billings and Payments

##### A. Frequency and Format of Invoices

Monthly invoices will be prepared and submitted within thirty (30) working days after the end of the month. Invoices will contain charges by project. Invoices will also reflect project appropriations, encumbered amounts and remaining balances as per the attached sample. Invoices will be directed to the Manager of Facilities Design and Construction, with copies to the Chief Financial Officer and the Project Manager for Capital Metro.

##### B. Level of Detail Required in Invoices

Each individual project and transaction level detail will be identified within monthly invoices. Monthly invoices will incorporate data downloaded from the City financial system.

C. Supporting Documentation

Upon Capital Metro staff requests, City staff will provide supporting documentation for transactions.

- 50% and 100% plan sets for projects for review of transit-related items, where applicable
- Contract award information for design architects/engineers and construction contractors (after award by COA)
- Copies of pay applications from contractors with each invoice
- Copies of change orders issued
- Documentation identifying key staff time and/or miscellaneous expenses applied to a specific project, where applicable.
- Copies of contract close-out documents

D. Payment Terms

Payment will only be made for work completed, no advance payments will be made. Payment of invoices are due within thirty (30) days of receipt of a properly completed invoice. Where there is any disagreement regarding specific invoiced items, the portion of the invoice which is undisputed will be paid by Capital Metro within the 30-day time frame and written documentation regarding the disputed portion of the invoice will be forwarded to the City together with the partial payment. The City has twenty (20) working days to respond with additional detailed documentation requested relative to the disputed portion of the invoice. City and Capital Metro staff will expedite resolution of any disputed portions of invoices within sixty (60) days of original receipt.

Qualitative Standards

All materials and workmanship used in the completion of projects, whether completed through contract or by City forces, will conform to the City's standards and specifications, and/or any other applicable standards and specifications recommended by the design engineer.

Quarterly Reporting and Contract Completion

Joint staff meetings will occur quarterly where projects of concern will be discussed. Annual progress reports will be made to Capital Metro management and the Board of Directors regarding the status of on-going projects. An annual report will include a description of the scope of the approved project, issues, status, schedule and budget.

Communications

- A. All written correspondence from the City of Austin to Capital Metro which relates to approved Interlocal projects should be sent to the Project Manager for the Interlocal. Correspondence related to the major issues of the Interlocal should be sent to the Manager of Facilities Design and Construction and copied to the Director of Strategic Planning and Development and the Project Manager.

- B. All written correspondence from Capital Metro to the City of Austin which relates to approved Interlocal projects should be sent to the Project Manager. Correspondence related to the major issues of the Interlocal should be sent to the Director of City's Transportation, Planning & Sustainability Department and copied to the Finance Manager and the Project Manager.

## EXHIBIT C

### Saltillo District Redevelopment Project

#### Background

Capital Metro has intended for several years to solicit for master planning and development services for its "railyard" properties in a district bounded by East 4<sup>th</sup> & 5<sup>th</sup> streets, IH 35 and Pleasant Valley Road. Through recent Capital Metro Board and Austin City Council actions, the two agencies wish to partner with the "East Austin Community" to define and implement a vision for the future of this area. The East Austin Community includes the directly affected neighborhood planning areas of East Cesar Chavez and Holly, and other community-based organizations.

The East Austin Community has expressed a desire to move forward with this master planning and economic development effort with the understanding that it participates as fully as possible in the entire planning and implementation process.

#### Approximate Project Timeline

Phase I (2/2003 to approx. 2/2004 – 12 months):

Solicitation of and contract period for a master planning consultant team to develop and approve a redevelopment master plan;

Phase II (3/2004 to approx. 12/2004 - 9 months):

Solicitation of a master developer;

Phase III (2 to 5 years):

Implementation process of the approved Redevelopment Master Plan.

#### Name of Project

Whereas this project builds upon and around the success of the joint Capital Metro/City project, Plaza Saltillo; and, whereas Plaza Saltillo is at the geographic and civic heart of this newly defined district, the district shall be named the Saltillo District (hereafter referred to as the "District"). This overall, three-phase project shall be known as the Saltillo District Redevelopment Project (hereafter referred to herein as the "Project" or the "SDRP").

#### Agreement Understandings

It has been established between Capital Metro and the City that:

1. Capital Metro shall first, through a Request for Proposal (RFP), procure a master planning consultant team (hereafter referred to as "Consultant") led by a prime consultant with key expertise in public involvement and economic development on its team (Phase 1 of the Project).
2. The City shall provide project management services throughout all phases of the Saltillo District Redevelopment Project.

3. Capital Metro has established a Proposal Review Team comprised of five members of its staff, five from the City and five from the East Austin Community. This group shall review and evaluate responses from the Phase 1 RFP.
4. In addition, City Council and Capital Metro Board members shall appoint a Community Advisory Group of participants chosen to represent business, professional, community and/or cultural perspectives deemed beneficial to this master planning process.
5. The City's Project Manager, with input from Capital Metro and other City departments shall be responsible for developing and coordinating the content of the Phase 1 RFP which shall be rendered to Capital Metro, the procuring agent. It is desired by Capital Metro to select or short-list this Phase 1 Consultant by May 2003, thereby requiring an RFP issue date of February 21, 2003.
6. Capital Metro shall be responsible for distribution of any and all notifications to the public related to this Project, including establishing a website for the Project that may be located under a to-be-established Capital Metro/City "Shared Vision Partnership" web address, where all such partnership projects would be co-located (i.e, the Rapid Transit Project, East Seventh Street Corridor Redevelopment Project, South Congress Avenue Improvement Project, etc.)
7. During the months of February and March 2003, Capital Metro shall provide area-wide resident, property and business owner notification of the ensuing Project, describing the steps of the Project, how affected parties may be involved, and a description of the various site reconnaissance works to take place that may affect their properties, such as on-site photography, surveying and environmental assessment.
8. Capital Metro shall keep all public involvement and communication records throughout the Project life. These shall be made freely available to the City and to the Consultant.
9. Capital Metro, with the assistance of the City's Brownfield Program staff, shall simultaneously procure environmental assessment and possible remediation services to the extent deemed appropriate by Capital Metro. The resulting environmental assessments are to be made available to the City and to the Consultant.
10. Capital Metro shall identify a Project Key, who shall be the single point of contact for all public relations issues concerning the Project and serve as principal liaison to the City on the Project, representing the President/CEO and providing the official and consolidated input of Capital Metro to the City's Project Manager in a timely fashion throughout the three-phase Project duration. For public relations issues, the City of Austin's Public Information Office may assist the Project Key as requested by Capital Metro.



11. The Saltillo District Redevelopment Project's Phase I RFP further establishes the roles and responsibilities of the Capital Metro and the City, as well as that of the Community Advisory Group and the to-be-selected Consultant for the Project. The RFP also presents an anticipated Scope of Work, meeting types and frequencies, milestones, etc.
12. The City's Project Manager, with Capital Metro's Project Key and its contract procurement staff, shall take the lead in negotiating the Consultant contract resulting from the Phase I RFP, and for possible future solicitations relating to the Project.

#### Funding Sources and Amounts

Both Capital Metro and the City shall provide financial and staff resources to the Saltillo District Redevelopment Project. Capital Metro and the City of Austin shall share equally in funding the Phase 1 master planning Consultant contract fees. The City funding for the Phase 1 Project derives from the Capital Metro 2002 ¼-cent refunds designated "Intermodal Planning", for which \$1.5 million was allocated and approved by both agencies. Other solicitations and/or expenses related to the Project may be funded through this same Intermodal Planning fund, as mutually agreed upon by Capital Metro and the City.

#### Reimbursement of City Staff Time and Expenses by Capital Metro

The City will be reimbursed by Capital Metro for Project Management and other services and related expenses dedicated to the Project, per the protocols set forth in Exhibit B. The City will track key staff time through documenting hours spent under a work order number unique to the Project. Capital Metro shall reimburse the City staff time at the rate of one full-time equivalent (FTE) of \$75,000 per year. Reimbursement for this staff time and miscellaneous expenses shall come from the previously cited Intermodal Planning funds during the term of this Agreement or until the Project is completed, whichever comes first.

#### Estimated Phase 1 Budget (Redevelopment Master Plan Project)

\$150,000	Consultant Contract Fees/Expenses funded by Capital Metro Operating Budget
\$150,000*	Consultant Contract Fees/Expenses funded by City through Council action
\$75,000*	1 FTE at \$75,000 for anticipated Phase 1 Project duration of 12 months
\$50,000*	<u>Additional services/contracts, photography, miscellaneous City expenses</u>
\$425,000	Estimated-not-to-Exceed Budget (Phase 1)

\*: indicates funding source is the Intermodal Planning fund

## EXHIBIT D

### Transit Station Planning Services for the Rapid Transit Project's Central Line

#### Task Description

The City's Transportation, Planning & Sustainability Department (TPSD), shall act as a transit station planning consultant to the Rapid Transit Project, to provide Transit Station Planning services for the proposed first segment of light rail, known as the Central Line. The Transit Station Planning Task is described in Attachment 2, entitled "Central Line Transit Station Planning Task Scope." Ultimate oversight of this Task will be provided by the Rapid Transit Project Director, whose role in this project is described in Interlocal Agreement X (August XX, 2001).

#### Background

There are approximately 20 stations along the 10-mile, proposed Central Line. This line traverses the downtown, the Capitol Complex, The University of Texas (UT), various north central city neighborhoods, the UT Pickle Campus and terminates at or near Braker Lane. The Central Line will run primarily on city streets and partly on the Capital Metro-owned, Giddings-to Llano Railroad. Station design and planning is an essential component in the preparation of a Federal Transit Administration "New Starts" Preliminary Engineering and Environmental Impact Statement (PE/EIS), for which Capital Metro and the City have partnered to conduct and complete as described in Interlocal Agreement X (August XX, 2001).

#### Reimbursement for City Staff Time & Expenses by Capital Metro

The City proposes that the equivalent of two full-time employees be assigned to the Transit Station Planning Task. Key TPSD staff Task hours will be tracked with a unique work order number and will be reimbursed from the Capital Metro Rapid Transit Project budget, along with expenses and any approved Additional Services. The Task is estimated to take 21 months maximum to complete, beginning January 1, 2003 and concluding no later than September 30, 2004.

#### Proposed Budget for Transit Station Planning Task

2 FTEs at \$75,000 per year = \$150,000

Task Duration is 1.75 years @ \$150,000 per year = \$262,500

Additional services, photography, printing, miscellaneous expenses = \$125,000

Total not-to-exceed budget = \$387,500

## ATTACHMENT 2

### Central Line Transit Station Planning Task Scope

#### A. City's Urban Design Office to Develop and Complete Transit Station Plans

A Transit Station Plan (TSP) will be completed for approximately 20 stations by the City's Urban Design Office staff with the assistance of the Rapid Transit Project Team and its various consultants. Approximately half the TSPs will be completed through the City's established Neighborhood Planning Program process, beginning March 2003 and concluding by approximately October 2003. The second half of the stations (located outside of designated City of Austin neighborhood planning areas) are either in the downtown, the State Capitol Complex or on The University of Texas campus. These TSPs will be completed in roughly the same time frame, but according to a process to be defined in collaboration with these three major stakeholder groups.

#### 1. Establishing Preferred Station Locations

Central to this Task is determining each of the final station locations and dispositions. This involves applying and ultimately balancing a complex set of criteria such as maximizing ridership through location choice and station type, minimizing negative impacts, enhancing adjacent properties and the streetscape, areas, assuring the best transportation linkages to the station. For each of the station locations along the Central Line, the City's Urban Design Office staff will provide (at approximately 1" = 40' scale) a freehand illustrative plan drawing of their recommended station location with any proposed transportation connections (sidewalks, bike lanes, parking, bus pull-outs, etc.) that are recommended to help make the initial Central Line build-out a success.

#### 2. Review and Acceptance of TPSD Transit Station Task Work by the Rapid Transit Project Team

The illustrations developed per Section A-1 (above) will undergo a concerted review by the Rapid Transit Project Team and its various rail technical consultants. The rail consultants' review of TPSD station work shall ensure that there are no "fatal flaws" with the station locations illustrated by TPSD from an operations, engineering, environmental impacts, cost, FTA criteria, etc., perspective, and that the TPSD station proposals optimize the balance which must be struck between the various station location criteria. *This review of TPSD station plans consulting work by the Rapid Transit Project Team and its rail technical consultants will occur prior to presenting any Transit Station Plans to stakeholders.*

#### 3. Final Responsibility of Transit Station Platform Layouts

The City will provide an electronic version of the "2010 Existing and Committed Conditions Plan" to serve as the base drawing within which the Rapid Transit Project's PE/EIS consultant will insert the final platform locations and all other related rail facilities in accordance with engineering and operational standards required as part of the PE/EIS. These drawings will be included as part of the PE/EIS prime consultant's final deliverables to the Rapid Transit Project Director.

#### 4. Transit Station Planning Process as part of the City's Neighborhood Planning Process

The Transit Station Planning process will be conducted as follows:

1. The City prepares for an initial meeting or meetings with the RTP Team with its consultants and the City's Neighborhood Planning staff to prepare for the TSP Workshops.
2. The City conducts the first of two TSP Workshops, presenting both an educational/informational presentation, as well as the RTP Team-approved TSP for review and comment by stakeholder group.
3. The City synthesizes comments and develops a final draft TSP for each station which is submitted to the RTP Team with its consultants for final comments and acceptance prior to TSP Workshop #2.
4. The City conducts Workshop #2 to present final TSP and receives input on station art guidelines, project recommendations and proposed mitigation work.
5. The City's TSP Task deliverables (below) are submitted to and accepted by Rapid Transit Project Team and its consultants.

#### B. Task Deliverables from City's TPSD Urban Design Office

1. Draft and final version of educational power point presentation featuring method for planning station areas, examples, lessons learned, etc.
2. Draft and final Transit Station Plans @ 1" = 40' for all stations highlighting those features responding to FTA New Starts criteria. Plans will identify platform locations, bus bays and bus circulation areas, kiss-and-ride zones, park-and-ride spaces, pedestrian access, bicycle facilities, traffic modifications, etc., as appropriate to each station area.
3. One (1) transverse site section through each station, showing the initial build-out (@ 1" = 20' minimum), and context of existing/committed projects/properties immediately flanking the corridor.
4. "Before-and-after" computer-simulated still visualization of one station of each of the four major station types occurring in the Central Line (Neighborhood Station, Park-and-Ride/Transfer Station, Destination Station, Redevelopment Station Area).
5. Draft and final version of a Revised Station Location Report (building on the station report documenting the November 2001 transit station planning workshop) documenting final recommended station locations with recommended bus, bike and pedestrian and automobile connections, related projects and public input on key community concerns and interests.

#### Possible Additional Services

With the approval of the RTP Team Director, the City may choose to solicit for a variety of services related to this Task, such as computer modeling, animations, etc., as long as these may be accomplished within the budget established in this Exhibit D.

## EXHIBIT E

### Incident Management Budget Narrative APD/Capital Metro Traffic Initiative

#### Staffing/Salaries

Traffic Analyst (\$58,045)

These funds pay the salary for one civilian employee to perform the data analysis on traffic incidents. This includes identifying problem intersections or locations areas in need of enforcement, and areas that may need engineering improvements.

Admin. Specialist (\$46,489)

These funds pay the salary for one civilian employee to schedule the overtime administered through the STAR program, maintain the records on the STAR unit activities, track enforcement activity of STAR overtime officers, and produce reports detailing our efforts and accomplishments.

Admin. Assistant (\$36,059)

These funds pay the salary for one civilian employee to conduct data entry of collision field sheets to the Collision Reporting Tracking System. This allows for accurate and timely data on which we base our enforcement, engineering and education efforts.

#### Public Education Campaign

Public Education (\$55,000)

These funds are comprised of \$15,000 in current funds and \$40,000 of carryover funds. These funds will be used to support our traffic safety education programs that target local high schools, colleges and at risk communities.

Laptops/Projectors (\$15,000)

The STAR unit will purchase two laptop computers and two projectors for use in our public education program.

### Regional Planning Coordination

#### Site Visits/Training (\$50,000)

These funds will be used to support regional traffic enforcement planning meetings, coordination of efforts between regional law enforcement agencies, visits to other police agencies to look at best practices, and for traffic related training seminars. APD also plans on hosting a NAFTA conference in late 2003. These funds are carried over from the previous two years.

### Staffing Software Maintenance

(\$5,400)

Yearly maintenance fee for the Staffing Software (Staff Wizard and GeoBalance) purchased in year two of this interlocal agreement.

### Traffic Enforcement Equip.

#### Smart Trailer (\$7,000)

APD will purchase one additional SMART trailer (speed monitoring device). This item will be maintained by the STAR unit and deployed throughout the city as needed.

#### TALON radar (\$35,000)

The STAR unit will purchase several additional hand-held radar devices to increase our enforcement efforts. These radars will be assigned to Traffic enforcement units.

#### CMI Intoxilyzer (\$14,000)

APD will purchase two additional intoxilyzer machines with these funds. The machines will support our increased DWI enforcement efforts. One will be placed in the mobile DWI intoxilyzer bus we are currently working on.

#### Traffic Safety Education (\$10,000)

To support the STAR CART traffic safety program designed to highlight the dangers of impaired driving, the STAR unit will purchase a golf cart, trailer, Fatal Vision Goggles, and traffic cones. These items will be used to show citizens what it is like to drive a vehicle under the influence of alcohol.

#### Digital sign board (\$15,000)

This piece of equipment will be used to display traffic safety information, notify the public of traffic enforcement initiatives, and to advise of long term road closures.

Overtime for traffic/DWI  
Initiatives (\$247,907)

These funds will be used to pay the overtime salaries of officers conducting traffic enforcement, including DWI enforcement. A small amount may be used to pay civilian overtime for traffic data entry when needed. These funds are comprised of \$227,907 of FY 03 budget and another \$20,000 being carried over from previous years.

Exhibit E  
APD/Capitol Metro Traffic Initiative Budget

	<u>Year 1</u>	<u>Year 2</u>	<u>Year 3</u>	<u>Revised Year 3</u>	<u>Carryover</u>
Setting Up the TCC					
Furniture	7,000				
Fax and other small equipment	1,500				
Plotter/printer	12,000				
Maintaining the TCC					
Supplies and small tools	2,500	5,000	5,000	5,000	
Contracts	5,000	10,000	10,000	10,000	
Staffing					
Traffic Incident Analyst	26,325	52,649	55,281	58,045	
Computer workstation	6,500				
Admin Specialist	21,129	42,257	44,370	46,589	
Computer workstation	4,500				
Admin Assistant	16,354	32,707	34,342	36,059	
Computer workstation	4,500				
Public Education Campaign	6,000	12,000		15,000	40,000
Laptops and power point projectors				15,000	
Central Texas Incident Management Study	25,000	25,000			
Regional Planning & Coordination and Site Visits (add Training)	25,000	35,000			50,000
Staffing Software & Annual Maintenance Agreement		40,000		5,400	
Traffic Enforcement Equipment					
SMART trailer	54,000			7,000	
Traffic counting device	26,000				
TALON radar	100,000	28,080		35,000	
CMI intoxilyzer 5000				14,000	
Traffic safety education equipment				10,000	
Digital sign board				15,000	
Overtime for traffic and DWI	156,694	217,307		227,907	20,000
Incident Management Study findings will determine how 3rd year funding is allocated			351,007		
	<u>500,000</u>	<u>500,000</u>	<u>500,000</u>	<u>500,000</u>	<u>110,000</u>





**RESOLUTION NO. 20160128-050**

**WHEREAS**, Resolution No. 20151217-067 was adopted on December 17, 2015 with the following directives:

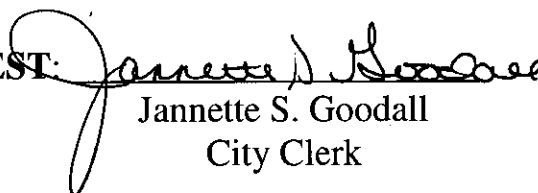
1. No later than December 31, 2015 each City Council member shall submit a list of priority infrastructure improvement projects for their District, totaling no more than \$1.9 million, to the City Manager and Austin Transportation and Public Works Departments that meet the purposes for use of the ¼ Cent funds; and
2. All remaining ¼ Cent funds not designated for projects under No. 1 above, shall be used for citywide priorities, as prioritized by the Mayor, that meet the purpose for use of the ¼ cent funds as identified by ATD and Public Works staff;
3. The City Manager will present an updated recommendation for projects to be funded by the ¼ Cent Funds for consideration and approval by the Austin City Council by January 28, 2016 of the \$21.8 million remaining ¼ Cent Funds to pay for the improvements as identified by each City Council member in the priority list submitted in No. 1 above and by the Mayor as identified in No. 2 above; **NOW, THEREFORE,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

Council adopts the list of projects attached as Exhibit A to be funded by Capital Metropolitan Quarter-cent Funds in an amount not to exceed \$21.8 million.

**ADOPTED:** January 28, 2016

**ATTEST:**

  
Jannette S. Goodall  
City Clerk

# Exhibit A

## 1/4-Cent Project List \* Late Back-Up- Item 50

Proposed projects reflect "Level 5 estimates" (+/- 30%-100% in budget and scope). These estimates were prepared by using standard cost estimates for respective programs. Approved projects will be coordinated with City departments, partnering agencies, and private work to maximize dig-once coordination opportunities and mitigate any potential conflicts. Projects and estimates have not been engineered nor field verified, and must meet engineering criteria in order to warrant construction. During the preliminary phase of projects, factors such as conflicts with utilities, conflicts with other work (such as private development), public input, and engineering criteria will be identified. Additional factors may include, but are not limited to: if right-of-way acquisition is required to make improvements; if approval from TxDOT to make improvements on TxDOT-owned right-of-way is required; or if non-interruption agreements with State-franchised utilities are in place for specific locations. These factors may increase the cost estimate of proposed projects, or render them infeasible either for this funding source or for any funding source. If proposed projects exceed estimates, staff will see if it is possible to reduce the project scope in order to meet the allotted budget. If lists received by Council Members did not total \$1.9M, then staff used the remainder to supplement projects with known conflicts or identified a District Remainder in the Priority List.

District	Program	Asset Type	Description	Staff Response	Total
<b>District 1 Priority List</b>					
1	Arterial Streets Geometric Improvements	Intersection Improvements	Left turn lane on SB Johnny Morris Rd going to Loyola Ln		\$10,000
1	Capital Metro	Bus Stop Landing Pad, Sidewalk, and Pedestrian Hybrid Beacons	Bus Stop Landing Pad and associated improvements - N side of MLK between Springdale Rd and EM Franklin		\$350,000
1	Sidewalk Program	Sidewalks	5100-6621 Johnny Morris Rd	Increased cost estimate using remainder of district funds. Project has known conflicts	\$725,000
1	Sidewalk Program	Sidewalks	Replace Pedestrian Railing along Sara Dr		\$500,000
1	Signals Program	Pedestrian Hybrid Beacon	12th St by Givens Rec. Center		\$75,000
1	Signals Program	Pedestrian Hybrid Beacon	Rogge Ln at Springdale Rd		\$75,000
1	Signals Program	Traffic Signal	FM 969 @ Sendero Hills Dr		\$165,000
<b>District 1 Priority List Total</b>					<b>\$1,900,000</b>

<b>District 1 Next Priorities List</b>					
1	Sidewalks Program	Sidewalks	S side of 969 from Craigwood west to Cap Metro bus stop #4931	North side recently completed. Project has known conflicts impacting cost estimate	\$516,000
1	Sidewalks Program	Sidewalks	South side of Manor Rd from 2711 to 2831	Project has known conflicts impacting cost estimate	\$505,200
1	Signs & Markings	Intersection Improvements	Ledesma & Mason	Operational issue, to be addressed by Area Engineer	
<b>District 1 Next Priorities List Total</b>					<b>\$1,021,200</b>

## 1/4-Cent Project List \* Late Back-Up- Item 50

Proposed projects reflect "Level 5 estimates" (+/- 30%-100% in budget and scope). These estimates were prepared by using standard cost estimates for respective programs. Approved projects will be coordinated with City departments, partnering agencies, and private work to maximize dig-once coordination opportunities and mitigate any potential conflicts. Projects and estimates have not been engineered nor field verified, and must meet engineering criteria in order to warrant construction. During the preliminary phase of projects, factors such as conflicts with utilities, conflicts with other work (such as private development), public input, and engineering criteria will be identified. Additional factors may include, but are not limited to: if right-of-way acquisition is required to make improvements; if approval from TxDOT to make improvements on TxDOT-owned right-of-way is required; or if non-interruption agreements with State-franchised utilities are in place for specific locations. These factors may increase the cost estimate of proposed projects, or render them infeasible either for this funding source or for any funding source. If proposed projects exceed estimates, staff will see if it is possible to reduce the project scope in order to meet the allotted budget. If lists received by Council Members did not total \$1.9M, then staff used the remainder to supplement projects with known conflicts or identified a District Remainder in the Priority List.

District	Program	Asset Type	Description	Staff Response	Total
<b>District 2 Priority List</b>					
2	Active Transportation	Bicycle Facilities	Pleasant Valley (Onion Creek Park to Button Bend) Protected Bicycle Lane		\$100,000
2	Local Area Traffic Management	Traffic Calming	Cloudview Drive from Congress Avenue to Lunar Drive LATM		\$9,600
2	Sidewalk Program	Sidewalks	North side Lemon Dr. from Ponciana Dr. to Jacaranda Dr.		\$58,200
2	Sidewalk Program	Sidewalks	1500-1729 THORBERRY RD		\$256,920
2	Sidewalk Program	Sidewalks	2311-2328 DEADWOOD DR		\$21,600
2	Sidewalk Program	Sidewalks	12712-12925 PEARCE LN		\$123,840
2	Sidewalk Program	Sidewalks	100 - 213 CLOUDVIEW DR		\$83,640
2	Sidewalk Program	Sidewalks	5400 - 5507 VILLAGE LN		\$55,920
2	Sidewalk Program	Sidewalks	5508 - 5521 VILLAGE LN		\$29,160
2	Sidewalk Program	Sidewalks	5600 - 5615 VILLAGE LN		\$26,640
2	Sidewalk Program	Sidewalks	6100 - 6117 EMERALD FOREST DR		\$40,800
2	Sidewalk Program	Sidewalks	6400 - 6408 MIDDLEHAM PL		\$41,880
2	Sidewalk Program	Sidewalks	6500 - 6519 MIDDLEHAM PL		\$46,680
2	Sidewalk Program	Sidewalks	700 - 710 KING EDWARD PL		\$28,320
2	Sidewalk Program	Sidewalks	711 - 724 KING EDWARD PL		\$24,840
2	Sidewalk Program	Sidewalks	800 - 807 KING EDWARD PL		\$28,080
2	Sidewalk Program	Sidewalks	8002 - 8117 S 1ST ST		\$45,240
2	Sidewalk Program	Sidewalks	808 - 821 KING EDWARD PL		\$29,280
2	Sidewalk Program	Sidewalks	900 - 1018 SAHARA AVE		\$78,720
2	Sidewalk Program	Sidewalks	900 - 1021 TURTLE CREEK BLVD		\$97,800
2	Sidewalk Program	Sidewalks	Stassney (from Palo Blanco to Pleasant Valley)		\$58,500
2	Signals Program	Pedestrian Hybrid Beacon	Pleasant Valley Rd. @ Turnstone Dr.		\$75,000
2	Signals Program	Pedestrian Hybrid Beacon	Pleasant Valley Rd. @ Village Square Dr.		\$75,000

### 1/4-Cent Project List \* Late Back-Up- Item 50

Proposed projects reflect "Level 5 estimates" (+/- 30%-100% in budget and scope). These estimates were prepared by using standard cost estimates for respective programs. Approved projects will be coordinated with City departments, partnering agencies, and private work to maximize dig-once coordination opportunities and mitigate any potential conflicts. Projects and estimates have not been engineered nor field verified, and must meet engineering criteria in order to warrant construction. During the preliminary phase of projects, factors such as conflicts with utilities, conflicts with other work (such as private development), public input, and engineering criteria will be identified. Additional factors may include, but are not limited to: if right-of-way acquisition is required to make improvements; if approval from TxDOT to make improvements on TxDOT-owned right-of-way is required; or if non-interruption agreements with State-franchised utilities are in place for specific locations. These factors may increase the cost estimate of proposed projects, or render them infeasible either for this funding source or for any funding source. If proposed projects exceed estimates, staff will see if it is possible to reduce the project scope in order to meet the allotted budget. If lists received by Council Members did not total \$1.9M, then staff used the remainder to supplement projects with known conflicts or identified a District Remainder in the Priority List.

District	Program	Asset Type	Description	Staff Response	Total
2	Signals Program	Pedestrian Hybrid Beacon	S 1st St. @ King Edward Place		\$75,000
2	Signals Program	Pedestrian Hybrid Beacon	S 1st St. @ Mairo St.		\$75,000
2	Signals Program	Traffic Signal	S. 1st St. @ Great Britain Blvd.		\$165,000
2	Signals Program	Traffic Signal	S. 1st St. @ Prince Valiant Dr.		\$165,000
District 2 Priority List Total					\$1,900,000

District 2 Next Priorities List					
2	Sidewalks Program	Sidewalks	100 Skyloop Dr	Project has known conflicts impacting cost estimate	\$24,480
2	Sidewalks Program	Sidewalks	12400 - 12711 PEARCE LN	Project has known conflicts impacting cost estimate	\$176,760
2	Sidewalks Program	Sidewalks	13000 - 13111 PEARCE LN	Project has known conflicts impacting cost estimate	\$274,560
2	Sidewalks Program	Sidewalks	6607 - 6622 SUNSTRIP DR		\$14,640
District 2 Next Priorities List Total					\$490,440

District 2 Complete or Funded List			
2	Sidewalks Program	Sidewalks	609 - 617 MAIRO ST Recently completed

## 1/4-Cent Project List \* Late Back-Up- Item 50

Proposed projects reflect "Level 5 estimates" (+/- 30%-100% in budget and scope). These estimates were prepared by using standard cost estimates for respective programs. Approved projects will be coordinated with City departments, partnering agencies, and private work to maximize dig-once coordination opportunities and mitigate any potential conflicts. Projects and estimates have not been engineered nor field verified, and must meet engineering criteria in order to warrant construction. During the preliminary phase of projects, factors such as conflicts with utilities, conflicts with other work (such as private development), public input, and engineering criteria will be identified. Additional factors may include, but are not limited to: if right-of-way acquisition is required to make improvements; if approval from TxDOT to make improvements on TxDOT-owned right-of-way is required; or if non-interruption agreements with State-franchised utilities are in place for specific locations. These factors may increase the cost estimate of proposed projects, or render them infeasible either for this funding source or for any funding source. If proposed projects exceed estimates, staff will see if it is possible to reduce the project scope in order to meet the allotted budget. If lists received by Council Members did not total \$1.9M, then staff used the remainder to supplement projects with known conflicts or identified a District Remainder in the Priority List.

District	Program	Asset Type	Description	Staff Response	Total
<b>District 3 Priority List</b>					
3	Active Transportation	Bicycle Facilities	Riverside (I35 to Ben White) - Protected Bicycle Lanes		\$400,000
3	Arterial Streets Geometric Improvements	Intersection Improvements	Add SB LT lane in median to remove split phasing at Montopolis Dr and Oltoft St		\$150,000
3	Local Area Traffic Management	Traffic Calming	Ledesma Rd. (near Mason Ave) Speed Cushions/Humps		\$4,800
3	Local Area Traffic Management	Traffic Calming	Ledesma Rd. and Springdale Rd. Intersection - Median Island		\$10,000
3	Local Area Traffic Management	Traffic Calming	W St. Elmo (Near Garnett St) - Speed Cushions/Humps		\$16,000
3	Sidewalk Program	Sidewalks	2500-2521 E 2nd St.		\$48,720
3	Sidewalk Program	Sidewalks	2600-2717 E 2nd St.		\$57,480
3	Sidewalk Program	Sidewalks	400-415 Normandy St.		\$24,000
3	Sidewalk Program	Sidewalks	4100-4107 Richland St.		\$29,880
3	Sidewalk Program	Sidewalks	4108-4123 Richland St.		\$28,920
3	Sidewalk Program	Sidewalks	4400-4429 Garnett St.		\$73,200
3	Sidewalk Program	Sidewalks	4400-4429 LaReina Dr.		\$78,840
3	Sidewalk Program	Sidewalks	5000-5220 S IH 35 SVRD SB		\$131,160
3	Sidewalk Program	Sidewalks	500-519 Normandy St.		\$47,280
3	Sidewalk Program	Sidewalks	5300-5436 S IH 35 SVRD SB		\$147,960
3	Sidewalk Program	Sidewalks	600-615 Philco Dr.		\$30,720
3	Sidewalk Program	Sidewalks	700-706 Philco Dr.		\$30,480
3	Sidewalk Program	Sidewalks	707-716 Philco Dr.		\$18,240
3	Sidewalk Program	Sidewalks	801-818 Philco Dr.		\$50,040
3	Signals Program	Pedestrian Hybrid Beacon	Montopolis Dr. @ Marigold Terrace		\$75,000

### 1/4-Cent Project List \* Late Back-Up- Item 50

Proposed projects reflect "Level 5 estimates" (+/- 30%-100% in budget and scope). These estimates were prepared by using standard cost estimates for respective programs. Approved projects will be coordinated with City departments, partnering agencies, and private work to maximize dig-once coordination opportunities and mitigate any potential conflicts. Projects and estimates have not been engineered nor field verified, and must meet engineering criteria in order to warrant construction. During the preliminary phase of projects, factors such as conflicts with utilities, conflicts with other work (such as private development), public input, and engineering criteria will be identified. Additional factors may include, but are not limited to: if right-of-way acquisition is required to make improvements; if approval from TxDOT to make improvements on TxDOT-owned right-of-way is required; or if non-interruption agreements with State-franchised utilities are in place for specific locations. These factors may increase the cost estimate of proposed projects, or render them infeasible either for this funding source or for any funding source. If proposed projects exceed estimates, staff will see if it is possible to reduce the project scope in order to meet the allotted budget. If lists received by Council Members did not total \$1.9M, then staff used the remainder to supplement projects with known conflicts or identified a District Remainder in the Priority List.

District	Program	Asset Type	Description	Staff Response	Total
3	Signals Program	Pedestrian Hybrid Beacon	S 1st St. @ Philco Dr.		\$75,000
3	Signals Program	Traffic Signal	S Congress Ave. @ Ramble Ln.		\$165,000
3	Signals Program	Traffic Signal	St. Elmo Rd. @ James Casey St.		\$165,000
3	Remainder	Remainder	District Remainder		\$42,280
District 3 Priority List Total					\$1,900,000

### District 3 Next Priorities List

3	Arterial Streets Geometric Improvements	Intersection Improvements	Emerald Wood Dr. Intersection - Meadow Creek Dr. and Aberdeen Dr.	Operational Issue, to be addressed by Area Engineer	
3	Sidewalks Program	Sidewalks	4400-4529 Vinson Dr.		\$150,000
3	Sidewalks Program	Sidewalks	500-519 Clarke St.		\$48,120
3	Sidewalks Program	Sidewalks	500-519 Radam Ln.	Sidewalk exists on other side of street	
3	Sidewalks Program	Sidewalks	600-629 Radam Ln.	Sidewalk exists on other side of street	
3	Sidewalks Program	Sidewalks	600-717 Clifford Dr.		\$63,240
District 3 Next Priorities List Total					\$261,360

### District 3 Complete or Funded List

3	Sidewalks Program	Sidewalks	4100-4335 James Casey St.	Recently completed	
3	Sidewalks Program	Sidewalks	5201-5331 S Congress Ave	Funded by other sources	
3	Sidewalks Program	Sidewalks	5400-5437 S Congress Ave	Funded by other sources	

1/4-Cent Project List * Late Back-Up- Item 50				
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District	Program	Asset Type	Description	Staff Response
3	Sidewalks Program	Sidewalks	5500-5535 S Congress Ave	Funded by other sources
				Total



## 1/4-Cent Project List \* Late Back-Up- Item 50

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District	Program	Asset Type	Description	Staff Response	Total
<b>District 4 Priority List</b>					
4	Active Transportation	Bicycle Facilities	Denson Bike Lane		\$130,000
4	Arterial Streets Geometric Improvements	Intersection	Westbound turn off Rundberg to N Creek		\$100,000
4	Local Area Traffic Management	Traffic Calming	Jamestown LATM		\$40,000
4	Local Area Traffic Management	Traffic Calming	LATM entering Georgian Acres Neighborhood - Most effective system as proposed by Staff (Consider along Dean, Beaver and Elliot)		\$90,000
4	Local Area Traffic Management	Traffic Calming	LATM near future Showplace Lanes. Park - Most effective system as proposed by Staff (Consider Longspur and Diamondback)		\$50,000
4	Local Area Traffic Management	Traffic Calming	LATM at North Creek Dr (Rundberg Ln to Rock Hollow Dr)		\$30,000
4	Multiple	Multiple	North Lamar between 183 and Braker improvements - Include sidewalks between Rutland & Longspur on Lamar; include traffic signals or pedestrian hybrid beacons (strongly consider signal light or pedestrian beacon at Fairfield; strongly consider pedestrian crossing between Masterson Pass and Kramer); consider other high impact projects		\$730,000
4	Multiple	Multiple	Berkman Improvements - Provide Solution for Neighborhood Concerns between 51st St. and HWY-290		\$60,000
4	Neighborhood Partnering Program	Neighborhood Partnering Program	General funding for proposed NACA NPP		\$40,000

1/4-Cent Project List * Late Back-Up- Item 50				
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District	Program	Asset Type	Description	Total
4	Sidewalk Program	Sidewalks	Sidewalks to Barrington Elementary - Consider sidewalks on Shepard, North Drive, and Carpenter from North Lamar to Barrington Elementary School	\$370,000
4	Sidewalk Program	Sidewalks	Middle Fiskville Rd/Fairfield Dr/N Lamar Blvd Connections	\$100,000
4	Signals Program	Pedestrian Hybrid Beacon	822 Rutland Dr. near HEB	\$75,000
4	Signals Program	Pedestrian Hybrid Beacon	Crossing N Lamar b/w Nelray & 2222 (N Lamar @ Houston)	\$37,500
4	Remainder	Remainder	District Remainder	\$47,500
District 4 Priority List Total				\$1,900,000

District 4 Completed or Funded		
4	Signals Program	Accessible Pedestrian Signal
Consider at Denson and Airport Intersection near ACC Highland		Funded by other sources
		\$8,000

## 1/4-Cent Project List \* Late Back-Up- Item 50

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District	Program	Asset Type	Description	Staff Response	Total
<b>District 5 Priority List</b>					
5	Active Transportation	Bicycle Facilities	Barton Hills Cycletrack (Barton Skyway to Robert E. Lee)		\$145,000
5	Active Transportation	Bicycle Facilities	Jones (Pillow to Manchaca) Cycletrack		\$235,213
5	Arterial Streets Geometric Improvements	Intersection Improvements	Extend southbound left-turn lane on Manchaca Rd at Stassney Ln		\$100,000
5	Local Area Traffic Management	Traffic Calming	Cohoba Drive from Westgate Boulevard to Sanford Drive LATM		\$6,400
5	Local Area Traffic Management	Traffic Calming	Curlew Drive from Slaughter Lane to Crownspoint Drive LATM		\$12,800
5	Local Area Traffic Management	Traffic Calming	Frontier Trail from Western Trails Boulevard to Manchaca Road LATM		\$9,600
5	Local Area Traffic Management	Traffic Calming	La Casa Drive from Lamar Boulevard to Rae Dell Boulevard LATM		\$3,200
5	Local Area Traffic Management	Traffic Calming	Monarch Drive from Curlew Drive to Roxanna Drive LATM		\$29,100
5	Sidewalk Program	Sidewalks	2000 - 2309 BERKETT DR		\$66,600
5	Sidewalk Program	Sidewalks	9500 - 10250 DAVID MOORE DR		\$227,520
5	Sidewalk Program	Sidewalks	Homedale/Briarcrest on school side		\$173,640
5	Sidewalk Program	Sidewalks	Melridge from Bluebonnet to Robert E. Lee		\$114,880
5	Sidewalk Program	Sidewalks	ROSE HILL CIR		\$11,400
5	Sidewalk Program	Sidewalks	S 1st St.		\$350,000
5	Sidewalk Program	Sidewalks	Del Curto Rd sidewalk/pedestrian bridge		\$89,647
5	Signals Program	Accessible Pedestrian Signal	West Gate @ Western Trails		\$10,000
5	Signals Program	Pedestrian Hybrid Beacon	S 1st St. @ Camperdown Elm Dr.		\$75,000

1/4-Cent Project List * Late Back-Up- Item 50				
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District	Program	Asset Type	Description	Staff Response
5	Signals Program	Pedestrian Hybrid Beacon	S Lamar Blvd. @ Dickson Dr.	\$75,000
5	Signals Program	Traffic Signal	West Gate Blvd. @ Davis Ln.	\$165,000
District 5 Priority List Total				\$1,900,000

District 5 Completed or Funded			
5	Signals Program	Pedestrian Hybrid Beacon	Funded by other sources
			\$75,000

### 1/4-Cent Project List \* Late Back-Up- Item 50

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District	Program	Asset Type	Description	Staff Response	Total
<b>District 6 Priority List</b>					
6	Arterial Streets Geometric Improvements	Intersection Improvements	Eastbound right turn lane at Anderson Mill Rd and US 183		\$1,280,000
6	Arterial Streets Geometric Improvements	Intersection Improvements	Remove split-phase at Olson, Millwright and Anderson Mill		\$5,000
6	Local Area Traffic Management	Traffic Calming	various locations: Cedar Crest Dr from Clear Rock Dr to Cedar Crest Cover; Cedar Crest Dr from Clear Rock Dr to Spicewood Pkwy; Clearrock Dr from Balcones Club Dr to Cedar Crest Dr		\$8,400
6	Sidewalk Program	Sidewalks	sidewalks & pedestrian bridge on McNeil Dr near Gateway Church		\$430,000
6	Signals Program	Traffic Signal	Anderson Mill Rd @ Swan Dr		\$165,000
6	Remainder	Remainder	District Remainder		\$11,600
<b>District 6 Priority List Total</b>					<b>\$1,900,000</b>

<b>District 6 Next Priorities List</b>				
6	Sidewalks Program	Sidewalks	Hymeadow Dr	Project has known conflicts impacting cost estimate
<b>District 6 Next Priorities List Total</b>				<b>\$108,000</b>

### 1/4-Cent Project List \* Late Back-Up- Item 50

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District	Program	Asset Type	Description	Staff Response	Total
<b>District 7 Priority List</b>					
7	Active Transportation	Bicycle Facilities	Justin (Ardath to Lamar) Cycletrack		\$366,811
7	Active Transportation	Bicycle Facilities	Romeria (Arroyo Seco to Lamar) Quiet Street		\$66,500
7	Active Transportation	Bicycle Facilities	Romeria (Laird to Arroyo Seco) Quiet Street		\$33,500
7	Local Area Traffic Management	Traffic Calming	Brentwood Street from North Lamar Boulevard to Yates Avenue LATM		\$12,800
7	Local Area Traffic Management	Traffic Calming	Fairfield Drive from Ohlen Road to Research Boulevard LATM		\$9,600
7	Local Area Traffic Management	Traffic Calming	Justin Lane from Hardy Drive to Woodrow Avenue LATM		\$9,600
7	Local Area Traffic Management	Traffic Calming	Kromer Street from Beckett St. to Fairfield Dr. LATM		\$12,800
7	Local Area Traffic Management	Traffic Calming	Primrose Lane from Thrushwood Drive to Rockwood Lane LATM		\$9,600
7	Local Area Traffic Management	Traffic Calming	Scribe Drive from Amherst to Canter Lane LATM		\$9,600
7	Local Area Traffic Management	Traffic Calming	Shoalwood Avenue from Northland Drive to Allandale Road LATM		\$3,200
7	Sidewalk Program	Sidewalks	1100 - 1117 W ST JOHNS AVE		\$11,280
7	Sidewalk Program	Sidewalks	11300 - 11423 N LAMAR BLVD	Increased cost estimate using remainder of district funds. Project has known conflicts impacting cost estimate	\$219,029
7	Sidewalk Program	Sidewalks	1200 - 1320 BRENTWOOD ST		\$61,680
7	Sidewalk Program	Sidewalks	12241 - 12313 RUNNING BIRD LN		\$93,840
7	Sidewalk Program	Sidewalks	12314 - 12411 RUNNING BIRD LN		\$31,200
7	Sidewalk Program	Sidewalks	1400 - 1415 W 47TH ST		\$18,840
7	Sidewalk Program	Sidewalks	1500 - 1515 W 47TH ST		\$33,480

### 1/4-Cent Project List \* Late Back-Up- Item 50

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District	Program	Asset Type	Description	Staff Response	Total
7	Sidewalk Program	Sidewalks	3800 - 3916 TATTERSHALL LN		\$9,120
7	Sidewalk Program	Sidewalks	4600 - 4625 SHOALWOOD AVE		\$60,960
7	Sidewalk Program	Sidewalks	4700 - 4707 RAMSEY AVE		\$27,360
7	Sidewalk Program	Sidewalks	4700 - 4816 SHOALWOOD AVE		\$89,160
7	Sidewalk Program	Sidewalks	4708 - 4812 RAMSEY AVE		\$63,600
7	Sidewalk Program	Sidewalks	5900 - 5913 LAIRD DR		\$31,560
7	Sidewalk Program	Sidewalks	6000 - 6015 LAIRD DR		\$33,840
7	Sidewalk Program	Sidewalks	6100 - 6115 LAIRD DR		\$36,000
7	Sidewalk Program	Sidewalks	6900 - 6917 GROVER AVE		\$37,320
7	Sidewalk Program	Sidewalks	7000 - 7008 GROVER AVE		\$24,960
7	Sidewalk Program	Sidewalks	8200 - 8207 DALEVIEW DR		\$17,760
7	Signals Program	Pedestrian Hybrid	Allandale Rd. @ Shoalwood Ave.		\$75,000
		Beacon			
7	Signals Program	Pedestrian Hybrid	Anderson Ln. @ Hardy Dr.		\$75,000
		Beacon			
7	Signals Program	Pedestrian Hybrid	Burnet Rd. @ 47th St.		\$75,000
		Beacon			
7	Signals Program	Pedestrian Hybrid	N Lamar Blvd. @ Houston St.		\$37,500
		Beacon			
7	Signals Program	Traffic Signal	Parmer Ln. @ Rampart St.		\$165,000
7	Remainder	Remainder	District Remainder		\$37,500
District 7 Priority List Total					\$1,900,000

District 7 Completed or Funded				
7	Sidewalks Program	Sidewalks	1400 - 1419 JUSTIN LN	Funded by other sources
				\$30,360
7	Signals Program	Pedestrian Hybrid	Burnet Rd. @ Penny Ln.	Funded by other sources
		Beacon		\$75,000

1/4-Cent Project List * Late Back-Up- Item 50				
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District	Program	Asset Type	Description	Staff Response
7	Signals Program	Pedestrian Hybrid Beacon	Burnet Rd. @ Twin Oaks Dr.	Funded by other sources
7	Signals Program	Pedestrian Hybrid Beacon	N Lamar Blvd @ John B Connally HS	Funded by other sources
				Total
				\$75,000
				\$75,000



1/4-Cent Project List * Late Back-Up- Item 50				
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District	Program	Asset Type	Description	Total
<b>District 8 Priority List</b>				
8	Advanced Transportation Management System	Adaptive Signal Control	Implement Adaptive Signal Control in District 8 based on best use of technology	\$400,000
8	Arterial Streets Geometric Improvements	Intersection Improvements	Convict Hill & Escarpment	\$50,000
8	Capital Metro	CapMetro	City funds will be combined with Cap Metro funds to increase bus service in District 8	\$600,000
8	Sidewalk Program	Sidewalks	290 Frontage Rd – finish south side sidewalks from Westcreek Dr to Monterey Oaks Blvd	\$253,440
8	Sidewalk Program	Sidewalks	Latta Dr – complete sidewalks on Latta from Tiffany to Islander	\$214,800
8	Sidewalk Program	Sidewalks	Westcreek Dr – the east side of Westcreek Drive finishing the sidewalk from Patton Elementary to 290	\$96,000
8	Sidewalk Program	Sidewalks	Sidewalk – north side of SH71 from the Y @ Oak Hill to Fletcher Ln.	\$171,000
8	Sidewalk Program	Sidewalks	Alexandria Dr – 200 ft. gap in sidewalk east of Capano	\$24,000
8	Signals Program	Pedestrian Hybrid Beacon	Cedar Creek Elementary School	\$75,000
8	Signals Program	Signal Study	Davis Lane Signal Study – Need for traffic light @ Davis & Latta and Davis & MoPac	\$6,000
8	Neighborhood Partnering Program	Neighborhood Partnering Program	SW Pkwy Bluebonnet Seeding	\$2,990
8	Multiple	Multiple	Safety Improvements on 360 – crosswalk painted	\$6,770
<b>District 8 Priority List Total</b>				<b>\$1,900,000</b>
<b>District 8 Next Priorities List</b>				

### 1/4-Cent Project List \* Late Back-Up- Item 50

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District	Program	Asset Type	Description	Staff Response	Total
8	Multiple	Multiple	Safety Improvements along 360 – crosswalk at Lost Creek & Westbank Dr. and sidewalk to Westlake High School	Outside of City of Austin jurisdiction, Operational Issue to be addressed by Area Engineer	\$250,000
8	Sidewalk Program	Sidewalks	Alexandria Dr – 200 ft. gap in sidewalk east of Capano		\$24,000
<b>District 8 Next Priorities List Total</b>					<b>\$274,000</b>

## 1/4-Cent Project List \* Late Back-Up- Item 50

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District	Program	Asset Type	Description	Staff Response	Total
<b>District 9 Priority List</b>					
9	Active Transportation	Bicycle Facilities	Bike Lane on Duval from 51st to 53rd		\$32,607
9	Sidewalk Program	Sidewalks	1600 - 1643 W 12TH ST		\$75,360
9	Sidewalk Program	Sidewalks	1600 - 1715 S 6TH ST		\$69,000
9	Sidewalk Program	Sidewalks	1700 - 1717 BRIAR ST		\$55,920
9	Sidewalk Program	Sidewalks	1800 - 1817 S 6TH ST		\$38,880
9	Sidewalk Program	Sidewalks	1900 - 1915 S 6TH ST		\$32,640
9	Sidewalk Program	Sidewalks	2000 - 2015 S 6TH ST		\$33,240
9	Sidewalk Program	Sidewalks	3200 - 3217 LAFAYETTE AVE		\$57,720
9	Sidewalk Program	Sidewalks	3300 - 3312 LAFAYETTE AVE		\$56,520
9	Sidewalk Program	Sidewalks	3400 - 3413 LAFAYETTE AVE		\$35,400
9	Sidewalk Program	Sidewalks	3500 - 3515 LAFAYETTE AVE		\$50,640
9	Sidewalk Program	Sidewalks	3500 - 3714 CLARKSON AVE		\$116,400
9	Sidewalk Program	Sidewalks	3700 - 3711 LAFAYETTE AVE		\$40,440
9	Sidewalk Program	Sidewalks	600 - 615 E 51ST ST		\$12,480
9	Sidewalk Program	Sidewalks	800 - 818 W ANNIE ST		\$43,560
9	Sidewalk Program	Sidewalks	813 - 900 W ANNIE ST		\$8,040
9	Sidewalk Program	Sidewalks	901 - 906 W ANNIE ST		\$19,320
9	Sidewalk Program	Sidewalks	907 - 922 W ANNIE ST		\$33,120
9	Sidewalk Program	Sidewalks	Airport Blvd from E 46th St to E 51st St		\$502,080
9	Sidewalk Program	Sidewalks	Caswell from 47th to 49th, connecting to Ridgetop Elementary		\$118,800
9	Signals Program	Pedestrian Hybrid Beacon	515 S Congress		\$75,000
9	Signals Program	Pedestrian Hybrid Beacon	Oltorf @ Travis H.S.		\$75,000
9	Signals Program	Pedestrian Hybrid Beacon	S 1st St @ Monroe		\$75,000

1/4-Cent Project List * Late Back-Up- Item 50				
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District	Program	Asset Type	Description	Staff Response
9	Signals Program	Pedestrian Hybrid Beacon	Alameda @ Riverside	\$75,000
9	Signals Program	Traffic Signal	Signal rehabilitation & replacement - 38 1/2th St & Lafayette	\$165,000
9	Remainder	Remainder	District Remainder	\$2,833
District 9 Priority List Total				\$1,900,000
District 9 Completed or Funded				
9	Sidewalk Program	Sidewalks	W. Mary	Funded by other sources
				\$236,400

## 1/4-Cent Project List \* Late Back-Up- Item 50

Proposed projects reflect "Level 5 estimates" (+/- 30%-100% in budget and scope). These estimates were prepared by using standard cost estimates for respective programs. Approved projects will be coordinated with City departments, partnering agencies, and private work to maximize dig-once coordination opportunities and mitigate any potential conflicts. Projects and estimates have not been engineered nor field verified, and must meet engineering criteria in order to warrant construction. During the preliminary phase of projects, factors such as conflicts with utilities, conflicts with other work (such as private development), public input, and engineering criteria will be identified. Additional factors may include, but are not limited to: if right-of-way acquisition is required to make improvements; if approval from TxDOT to make improvements on TxDOT- owned right-of-way is required; or if non-interruption agreements with State-franchised utilities are in place for specific locations. These factors may increase the cost estimate of proposed projects, or render them infeasible either for this funding source or for any funding source. If proposed projects exceed estimates, staff will see if it is possible to reduce the project scope in order to meet the allotted budget. If lists received by Council Members did not total \$1.9M, then staff used the remainder to supplement projects with known conflicts or identified a District Remainder in the Priority List.

District	Program	Asset Type	Description	Staff Response	Total
<b>District 10 Priority List * changes made in late back-up</b>					
10	Advanced Transportation Management System	Adaptive Signal Control	Implement Adaptive Signal Control in District 10 based on best use of technology		\$726,100
10	Local Area Traffic Management	Traffic Calming	Beauford Drive from Jester Blvd. to Tree Fern Lane		\$12,800
10	Local Area Traffic Management	Traffic Calming	Burney Drive from Mesa Drive to West Rim Drive		\$6,400
10	Local Area Traffic Management	Traffic Calming	Misting Falls Trail from Morado Circle to Floral Park Drive LATM		\$6,400
10	Local Area Traffic Management	Traffic Calming	Mountain Ridge Drive from Hyridge to Loop 360		\$32,300
10	Local Area Traffic Management	Traffic Calming	Oakmont Blvd. from 35th Street to Bull Creek		\$12,800
10	Local Area Traffic Management	Traffic Calming	Painted Valley Drive from Floral Park Drive to Floral Park Drive		\$12,800
10	Local Area Traffic Management	Traffic Calming	Robbie Lane From Cima Serena to Hyridge LATM		\$4,800
10	Local Area Traffic Management	Traffic Calming	Spruce Wood from Lemonwood Dr and Driftwood Dr LATM		\$4,800
10	Local Area Traffic Management	Traffic Calming	Woodridge Drive from 29th Street to Northwood Road		\$22,700
10	Local Area Traffic Management	Traffic Calming	Amberly Place from Floral Park Dr to Rain Creek Parkway		\$3,200
10	Local Area Traffic Management	Traffic Calming	Backtrail Dr		\$12,000
10	Local Area Traffic Management	Traffic Calming	Cedro trail dr		\$2,400

# 1/4-Cent Project List \* Late Back-Up- Item 50

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District	Program	Asset Type	Description	Staff Response	Total
10	Sidewalk Program	Sidewalks	3750 - 3767 HYRIDGE DR		\$36,480
10	Sidewalk Program	Sidewalks	3800 - 3811 HYRIDGE DR		\$99,360
10	Sidewalk Program	Sidewalks	3900 - 3905 HYRIDGE DR		\$57,600
10	Sidewalk Program	Sidewalks	3906 - 3921 HYRIDGE DR		\$33,840
10	Sidewalk Program	Sidewalks	4000 - 4033 HYRIDGE DR		\$86,280
10	Sidewalk Program	Sidewalks	Blue Lilly		\$33,600
10	Sidewalk Program	Sidewalks	DK Ranch from Penelope to Bar Trail		\$52,220
10	Signals Program	Pedestrian Hybrid Beacon	DK Ranch Rd @ Double Spur Loop		\$75,000
10	Signals Program	Pedestrian Hybrid Beacon	Far West/Northledge (Doss)		\$75,000
10	Signals Program	Pedestrian Hybrid Beacon	Greystone and West Rim		\$75,000
10	Signals Program	Pedestrian Hybrid Beacon	Spicewood @Texas Plume		\$75,000
10	Signals Program	Pedestrian Hybrid Beacon	Cima Serena @ Mesa		\$75,000
10	Traffic Engineering	3 way Stop Sign	Mountain Ridge @ Hyridge		\$600
10	Traffic Engineering	3 way Stop Sign	Wildridge @ Westover		\$600
10	Traffic Engineering	4 way Stop Sign	McCullough @ Spring		\$800
10	Traffic Engineering	Blinking Crosswalk Sign	34th street @ east of Kirby		\$15,000
10	Traffic Engineering	Blinking Crosswalk Sign	across from Brykerwoods School		\$15,000
10	Traffic Engineering	Blinking Crosswalk Sign	Kirby @ 35th		\$7,500
10	Traffic Engineering	Blinking School Sign	DK Ranch in front of Laurel Mtn School		\$7,500
10	Traffic Engineering	Blinking School Sign	Robbie Lane @ Steck		\$15,000

### 1/4-Cent Project List \* Late Back-Up- Item 50

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District	Program	Asset Type	Description	Staff Response	Total
10	Traffic Engineering	Crosswalk	34th street @ Brykerwoods school		\$2,000
10	Traffic Engineering	Crosswalk	34th street east of Kirby		\$2,000
10	Traffic Engineering	Crosswalk	Big Bend @ Fairview		\$2,000
10	Traffic Engineering	Crosswalk	Blue Lilly @ DK Ranch		\$2,000
10	Traffic Engineering	Crosswalk	Greenflint @ Anderson High		\$2,000
10	Traffic Engineering	Crosswalk	Hillview @ Hillview		\$2,000
10	Traffic Engineering	Crosswalk	Sunny @ Hancock		\$2,000
10	Traffic Engineering	Crosswalk	Yaupon @ Laurel Mtn School		\$2,000
10	Traffic Engineering	Crosswalk	Sunny Lane @ Valley Oak		\$2,000
10	Traffic Engineering	Crosswalk	Fairview @ big bend		\$2,000
10	Traffic Engineering	Crosswalk Improvement	Double Spur @ Blue Lilly		\$1,000
10	Traffic Engineering	Crosswalk Improvement	Hart @ N hills		\$1,000
10	Traffic Engineering	Crosswalk Improvement	Kirby @ 35th st		\$1,000
10	Traffic Engineering	Crosswalk Improvement	North Hills @ Thornhills		\$1,000
10	Traffic Engineering	Crosswalk Improvement	Yaupon Drive in front of Elementary school		\$1,000
10	Traffic Engineering	Extend School Zone	Fairview Drive @ Valley Oak		\$5,000
10	Traffic Engineering	Extend School Zone	Greenlee to Casis, past Rawson Saunders school.		\$5,000
10	Traffic Engineering	Extend School Zone	Hyridge from Tallwood to Mesa to Robbie Lane to Greenslope to Steck on Robbie Lane thru Cima Serena		\$5,000
10	Traffic Engineering	Extend School Zone	Northhills from Northledge to Hart		\$5,000
10	Traffic Engineering	Extend School Zone	on Hancock 200 yards east from Balcones (in front of strip center on Hancock toward Balcones)		\$5,000
10	Traffic Engineering	Extend School Zone	on Hancock from West Park to West Frances		\$5,000

### 1/4-Cent Project List \* Late Back-Up- Item 50

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District	Program	Asset Type	Description	Staff Response	Total
10	Traffic Engineering	Extend School Zone	Robbie Lane @ Steck		\$5,000
10	Traffic Engineering	Extend School Zone	Sunny/ Fair view @ Valley Oak		\$5,000
10	Traffic Engineering	One Way Signs	Fairview at each intersection on Fairview		\$200
10	Traffic Engineering	One Way Conversion	Tallwood from Hyridge to Cima serlna		\$300
10	Traffic Engineering	Pedestrian Crossing Sign in Crosswalk	Exposition @ Casis Village		\$200
10	Traffic Engineering	Pedestrian Crossing Sign in Crosswalk	Hillview crosswalk West of Exposition		\$200
10	Traffic Engineering	Pedestrian Crossing Sign in Crosswalk	Northwood crosswalk West of Exposition		\$200
10	Traffic Engineering	Speed Limit Sign	Lower street school speed limit signs on Kirby near Brykerwoods		\$200
10	Traffic Engineering	Speed Limit Sign	Yaupon Trail		\$200
10	Traffic Engineering	STOP Paint	34th street @ Brykerwoods school		\$200
10	Multiple	Multiple	Casis Elementary School Operational and Safety Improvements: Bike Lanes, Crosswalks, Signage, and School Zone Extension		\$137,420
District 10 Priority List Total					\$1,900,000

District 10 Next Priorities List * changes made in late back-up				
10	Local Area Traffic Management	Traffic Calming	Riva Ridge from Waymaker Way and Carry Back Ln LATM	\$7,200
10	Sidewalk Program	Sidewalks	1700 - 1707 EXPOSITION BLVD	\$27,360
10	Sidewalk Program	Sidewalks	1700 - 1709 PECOS ST	\$36,720
10	Sidewalk Program	Sidewalks	1706 - 1721 EXPOSITION BLVD	\$31,080
10	Sidewalk Program	Sidewalks	1800 - 1809 PECOS ST	\$34,440
10	Sidewalk Program	Sidewalks	1800 - 1815 EXPOSITION BLVD	\$23,640
10	Sidewalk Program	Sidewalks	1900 - 1909 PECOS ST	\$35,160



### 1/4-Cent Project List \* Late Back-Up- Item 50

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District	Program	Asset Type	Description	Staff Response	Total
10	Sidewalk Program	Sidewalks	1900 - 2113 EXPOSITION BLVD		\$89,280
10	Sidewalk Program	Sidewalks	2000 - 2009 PECOS ST		\$37,680
10	Sidewalk Program	Sidewalks	2100 - 2109 PECOS ST		\$35,040
10	Sidewalk Program	Sidewalks	2200 - 2349 PECOS ST		\$32,880
10	Sidewalk Program	Sidewalks	5406 - 5429 RAIN CREEK PKWY		\$44,640
10	Sidewalk Program	Sidewalks	5500 - 5619 RAIN CREEK PKWY		\$172,800
10	Sidewalk Program	Sidewalks	8700 - 8717 MOUNTAIN RIDGE DR		\$98,280
10	Sidewalk Program	Sidewalks	8802 - 8821 MOUNTAIN RIDGE DR		\$33,480
10	Signals Program	Pedestrian Hybrid Beacon	Parkcrest (Highland Park Elem)		\$75,000
District 10 Next Priorities List Total					\$814,680

District 10 Completed or Funded				
10	Arterial Streets Geometric Improvements	Intersection Improvements	Turn Lane at Lakewood @ 2222	Recently completed
10	Local Area Traffic Management	Traffic Calming	Lemonwood	Recently completed
10	Sidewalk Program	Sidewalks	2700 - 2813 EXPOSITION BLVD	Funded by other sources
10	Sidewalk Program	Sidewalks	35th Street: Exposition to Foothill Pkwy	Funded by other sources
				\$210,000
				\$225,720

## 1/4-Cent Project List \* Late Back-Up- Item 50

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District	Program	Asset Type	Description	Staff Response	Total
<b>Mayor Priority List</b>					
Mayor	Active Transportation	Bicycle Facilities	Pleasant Valley Bridge Preliminary Study & Near-Term Improvements		\$750,000
Mayor	Advanced Transportation Management System	Signal Communications Equipment	Signal Communications Equipment for 100% of signals on Critical Arterials		\$340,000
Mayor	Advanced Transportation Management System	Traffic Cameras	Traffic Cameras on Critical Arterials		\$500,000
Mayor	Signals Program	Battery Backup System	Battery Backups on Critical Arterials		\$110,000
Mayor	Travel Demand Management Program	Travel Demand Management	Smart Trips Program		\$300,000
Mayor	Urban Trails Program	Urban Trails	Upper Boggy Creek Trail (12th to MLK)		\$800,000
<b>Mayor Priority List Total</b>					<b>\$2,800,000</b>

## **RESOLUTION NO. 20150618-093**

**WHEREAS**, vehicle miles traveled has almost quadrupled from 1980 to 2010, annual hours of delay has seen an almost 12 fold increase during that same time period, and our travel time index is at 1.32, taking us about 32% longer to make a trip during congested periods and ranking us 4<sup>th</sup> highest in travel time in the country; and

**WHEREAS**, there is a need for lower cost, more immediate congestion relief while we tackle long-term issues. And because no single fix will address our problem, we must provide more options to build a better-connected system of roads, buses, transit, and sidewalk and bicycle infrastructure; and

**WHEREAS**, example solutions include:

1. Redesigning streets and intersections to improve traffic flow through improved signal light management and turn lanes;
2. Encouraging employers to avoid peak traffic for their employees with flexible hours, work days and telecommuting;
3. Building needed sidewalk and bike infrastructure;
4. Putting more emphasis on maintaining and improving existing roads; and
5. Improving access to Metro Rapid and other bus routes.

**WHEREAS**, the City has 10 new geographic districts with varying needs and priorities and there is the will to provide for transportation solutions across all districts; and

**WHEREAS**, Capital Metropolitan Transportation Authority (Capital Metro) imposes a one cent sales tax on sales within the limits of the City of Austin and in the early 2000s, Capital Metro and the City entered into an interlocal agreement whereby Capital Metro would pay to the City its pro rata share of 25% (1/4 Cent) of its sales tax from the years 2001-2004 to carry out various approved transportation projects; and

**WHEREAS**, the total amount of the "1/4 Cent" funding was \$139.4 million, of which \$113.4 million has been spent to date and approximately \$4.3 million is obligated to authorized work, leaving \$21.7 million; and

**WHEREAS**, the interlocal agreement with Capital Metro allows the City to modify the projects for which the funds may be used and also established that each transportation project be located in the Capital Metro service area and meet one or more of the following criteria:

1. Enhances regional mobility;
2. Supports public transit;
3. Provides leverage for federal or private funds;
4. Adds to an existing program; or
5. Expedites a critical mobility project.

**WHEREAS**, the City has launched a Traffic Congestion Action Plan to reduce congestion using a variety of tools (short term methods coupled with a mid-long term strategy); **NOW, THEREFORE**,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

The City Manager is directed after approval by Council to develop a proposal to disperse equitably across all Council Districts the remainder \$21.8 Million from the Capital Metro 1/4 Cent Fund to pay for infrastructure improvement projects that address district specific and/or citywide priorities for improving mobility as determined by each Council District Member and the Mayor. The City Manager shall provide the list of proposed projects including a description of the contributing impact and purpose the proposed projects are addressing, to the Mobility Committee for review no later than August 5th, 2015 and the Committee will forward recommendations to Council for action no later than August 27, 2015.

**BE IT FURTHER RESOLVED:**

The City Manager shall identify projects for which the funding can be used that address the following purposes:

- Transportation safety
- Improved access to schools
- New traffic signals
- Existing infrastructure needs
- Traffic calming
- Improved access to transit
- Other transportation/mobility needs as outlined in the 1/4 Cent Fund interlocal agreement criteria with Capital Metro, those being:

1. Enhances regional mobility;

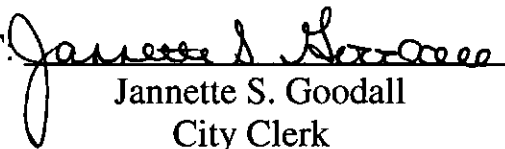
2. Supports public transit;
3. Provides leverage for federal or private funds;
4. Adds to an existing program; or,
5. Expedites a critical mobility project.

**BE IT FURTHER RESOLVED:**

The City Manager shall provide staff from the City's Transportation Department and Public Works Department to work with the Mayor and Council Offices to identify individual District needs and/or potential projects that meet the purposes for use of the ¼ Cent funds, including citywide projects (urban and suburban) that impact all parts of the city. The projects presented during the public comment to Mobility Committee on June 3, 2015 are included as examples of projects that should be included in evaluation for each district / citywide.

**ADOPTED:** June 18, 2015

**ATTEST:**

  
Jannette S. Goodall  
City Clerk

**RESOLUTION NO. 20151217-076**

**WHEREAS**, Resolution 20150618-093 was adopted, directing the City Manager to prepare a list of district specific and citywide projects eligible for funding from the Capital Metro ¼ Cent funds that would provide for an equitable dispersal of funds across all Council Districts as determined by each Council District Member and the Mayor; and

**WHEREAS**, Public Works and Transportation Departments worked together with individual Council offices to identify projects eligible for use of funding and further engaged the community to identify and prioritize needs throughout the city; and

**WHEREAS**, on November 16, 2015 the City Council Mobility Committee unanimously voted to set the process for determining the ¼ cent infrastructure improvement projects that address district specific and / or citywide priorities for improving mobility as determined by each Council District member and Mayor and to forward that process to the full Council with a recommendation for approval;  
**NOW, THEREFORE,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**


1. No later than December 31, 2015 each City Council member shall submit a list of priority infrastructure improvement projects for their District, totaling no more than \$1.9 million, to the City Manager and Austin Transportation and Public Works Departments that meet the purposes for use of the ¼ Cent funds; and
2. All remaining ¼ Cent funds not designated for projects under No. 1 above, shall be used for citywide priorities, as prioritized by the Mayor,

that meet the purpose for use of the ¼ cent funds as identified by ATD and Public Works staff.

3. The City Manager will present an updated recommendation for projects to be funded by the ¼ Cent Funds for consideration and approval by the Austin City Council by January 28, 2016 of the \$21.8 million remaining ¼ Cent Funds to pay for the improvements as identified by each City Council member in the priority list submitted in No. 1 above and by the Mayor as identified in No. 2 above.

**ADOPTED:** December 17, 2015

**ATTEST:**

  
Jannette S. Goodall  
City Clerk





## Recommendation for Action

**File #: 18-2527, Agenda Item #: 33.**

6/28/2018

### Agenda Item

**Agenda Item #33:** Approve negotiation and execution of an interlocal agreement with the Texas Department of Motor Vehicles to withhold vehicle registrations for people with outstanding traffic warrants, fines, and unpaid red light camera cases for a term of five years for a total contract amount not to exceed \$10,000 per year.

QUESTION: Please provide data regarding the number of vehicle registrations withheld for the past four years.

COUNCIL MEMBER HOUSTON'S OFFICE

### ANSWER:

FY	VRHs
2014	2,871
2015	1,222
2016	662
2017	0
2018	1,435

\*\*\*\*Note for 2017 - TxDOT made a change that Court was not aware of. This resulted in an incorrect file format; therefore, no holds were placed.

### QUESTION:

- 1) How many of the holds last year were placed on people who meet 200 and 100 percent of the poverty line? How is the program addressing special accommodations/waivers, payment plans or other options for those struggling financially who could be sent into further financial peril from additional tickets, etc. for driving without a registration?
- 2) For what sort of violations has the city requested flags on records?

COUNCIL MEMBER ALTER'S OFFICE

### ANSWER:

- 1) *How many of the holds last year were placed on people who meet 200 and 100 percent of the poverty line? How is the program addressing special accommodations/waivers, payment plans or other options for those struggling financially who could be sent into further financial peril from additional tickets, etc. for driving without a registration?*

Due to an unknown file change from TxDot, the Court did not place any holds on vehicles in FY 17. Our current case management does not have the ability to flag individuals who fall with the 100%-200% of the federal poverty guidelines; however, we do track how many individuals are found indigent (may fall outside of the previously mentioned range).

For FY 18, there were 64 cases that had vehicle registration holds in which the individual was found indigent. 33 of the individuals were found indigent **after** the hold was placed; this means that once the hold was placed, the individual

appeared in court and was found indigent.

31 of the individuals were found indigent **before** the hold was placed; this means that the individual previously appeared in court, was found indigent, and did not comply with the terms of their court order (i.e. payment plan or community service).

It is important to note that it is the practice of Austin Municipal Court to lift a vehicle hold when an individual **appears** to address their outstanding case(s). The individuals' rights and options are still in place (i.e. court dates, deferrals, payment plans, community service, hardship waivers). Once an individual takes a step to move their case forward, the vehicle hold is lifted regardless if the judgment is satisfied.

The vehicle registration hold is only used when individuals do not appear according to the terms of their citation/release or for non-compliance with court orders. Vehicle holds are used as a last resort when a series of phone and mail campaigns fail to compel appearances. Again, once an individual appears, the vehicle hold is released.

It is important to note that registration holds are only used with traffic related violations.

For individuals who receive citations for "expired registration", State law allows for a \$ 20 dismissal if a car is registered within a certain time period. If that was not or could not be accomplished, the prosecutors regularly offer deferral agreements whereby these citations can be dismissed. For indigent defendants any court fees associated with a deferral can be satisfied by community service or waived upon showing of a hardship.

2) *For what sort of violations has the city requested flags on records?*

We place holds on traffic violations (i.e. Speeding, Run Stop Sign, etc..). The statute provides the authority to place on holds camera at red light violations as well; however, we are not currently reporting those violations.



## Recommendation for Action

**File #: 18-2573, Agenda Item #: 36.**

**6/28/2018**

### **Agenda Item**

**Agenda Item #36:** Approve an ordinance authorizing negotiation and execution of an agreement with the Zilker Botanical Garden Conservancy (Conservancy) for the creation of a membership program for the Conservancy, waiving certain fees in an amount not to exceed \$69,128 for fiscal year 2019, and authorizing the City Manager to seek waivers for a period beginning fiscal year 2019.

**QUESTION:** How many times did City give Conservancy money? How much did City give the conservancy on annual basis? How much has been waived in fees on annual basis?

COUNCIL MEMBER HOUSTON'S OFFICE

### **ANSWER:**

*How many times did City give Conservancy money?*

Twice, in FY16 and FY17.

*How much did City give the conservancy on annual basis?*

COA/PARD provided two payments of \$47,500 each (in FY16 and FY17) for a total of \$95,000 to support fundraising activities. The Conservancy used the funds to support half of the salary of its Executive Director.

PARD set aside an additional amount of \$60,000 for Master Plan activities. It was initially thought that these funds would be provided to the Conservancy for it to manage the master plan process; however, this did not occur, and PARD used the majority of this funding for a Phase I master plan, focusing on Community Engagement by PARD. PARD paid the Conservancy \$2,500 under a contract to create, implement, and analyze a survey of the Austin Area Garden Council (AAGC), the Garden's longstanding partner.

*How much has been waived in fees on annual basis?*

No fees have been waived specifically for the ZBG Conservancy. Conservancy fundraising events (the Starlight Social, held in spring 2017 and 2018) as well as the recent BEERtanical event were all paid for as direct rentals, because PARD does not yet have a contract with the Conservancy for events.

Fee waivers are granted to the Austin Area Garden Council (AAGC) in the amount of \$175,551 through a 2016 contract that will end October 1, 2018. The contract specifies that use of the facilities was solely for AAGC purposes, but did provide that AACG could allow the Conservancy use of the facilities as part of the waiver of rental fees.

The ordinance under Council consideration is a waiver of fee rentals for the Conservancy. It represents a combination of Conservancy and AAGC meetings, events, and fundraisers, as AAGC will continue to operate under the umbrella of the Conservancy. As the AAGC contract expires in October of 2018, a new contract with the Conservancy provides for the Conservancy to allow AAGC use of the facilities through the waivers provided to the Conservancy. In effect, instead of AAGC granting the Conservancy use of the Garden through its waivers, the Conservancy will grant AAGC use of the Garden through its waivers as the Conservancy will be the primary

partner with PARD in a public-private partnership.



## Recommendation for Action

**File #: 18-2580, Agenda Item #: 37.**

**6/28/2018**

### **Agenda Item**

**Agenda Item #37:** Approve a resolution authorizing the acceptance of \$74,181.53 in grant funding from the State of Texas, Office of the Governor, Criminal Justice Division to implement the Austin Police Department project entitled APD Juvenile Delinquency Prevention Project.

**QUESTION:** The fiscal note in the RCA states "A City funding match is not required." However, the backup states the grantor requires a resolution that addresses, among others, "2. A commitment to provide all applicable matching funds" which is reflected in the third "Whereas" clause of the resolution. Is there language in this particular grant that states there will be no matching funds required? If so, can that be shared, or can this be otherwise reconciled?

COUNCIL MEMBER KITCHEN'S OFFICE

### **ANSWER:**

There is not a required match for this fund source and the City's proposed budget does not include matching funds. The top of the attached award preview reflects our request for state funds, with \$0 matching funds committed. The bottom of the award preview provides the required resolution language. The City must include the required resolution components to receive an award. We must say that the City will provide applicable matching funds even though matching funds are not required.

**QUESTION:** Please provide information regarding the goals, outputs, measures and reporting process detailed by the grant.

COUNCIL MEMBER CASAR'S OFFICE

### **ANSWER:**

The goal of this grant is to provide a comprehensive, citywide juvenile justice and delinquency prevention program. Project objectives are to develop and sustain positive assets (strengths) in youth, to build trust between police and Austin's youth population, to provide instruction and guidance, to contract with subject matter experts for materials and curriculum development, to provide training for key personnel, and to purchase technology in support of project activities. All activities aim to prevent juvenile delinquency and future involvement in the juvenile and criminal justice systems. Juvenile Justice and Delinquency Prevention Act funding requires quarterly reporting to the state of the following output measures:

Instruction or support for life, social, and emotional skills: Hours delivered  
Instruction or support for life, social, and emotional skills: Individuals receiving  
Training, professional development, or technical assistance: hours received  
Instruction in bullying prevention skills: Individuals receiving  
Instruction in dating or domestic violence prevention: Number of NON-OFFENDERS receiving  
Instruction in gang involvement prevention: Individuals receiving  
Instruction in homelessness/ runaway prevention or recovery skills: Individuals receiving  
Instruction in non-parenting family skills: Number of CHILDREN under 18 receiving  
Instruction in personal finance skills: Individuals receiving

Instruction in violence prevention: Individuals receiving  
Instruction trafficking prevention: Individuals receiving .



## Recommendation for Action

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**File #: 18-2581, Agenda Item #: 38.**

**6/28/2018**

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### **Agenda Item**

**Agenda Item #38:** Approve a resolution authorizing the acceptance of \$120,831.41 in grant funding from the State of Texas, Office of the Governor, Criminal Justice Division to implement the Austin Police Department project entitled APD Violence Against Women Investigative Project.

**QUESTION:** Please explain why the department did not apply for the maximum funds allowable under this opportunity.  
COUNCIL MEMBER ALTER'S OFFICE

**ANSWER:**

There is not a maximum allowable budget request for proposals submitted under the CJD Violence Against Women Act fund source.

**QUESTION:**

Please provide information regarding the goals, outputs, measures and reporting process detailed by the grant.  
COUNCIL MEMBER CASAR'S OFFICE

**ANSWER:**

The goals of this project are to improve the local criminal justice response to violent crimes against women and to assist violent crime victims, survivors and their families recover more quickly and completely from the effects of victimization. Project objectives are to reduce investigative and throughput backlogs in the APD Sex Crimes Unit. Violence Against Women Act funding (federal pass through) requires quarterly reporting to the state of the following output measures:

Criminal cases resulting in arrest (for LEAs) or conviction/ deferred adjudication (for prosecutors) resulting from project activities

Grant-funded prosecutions or investigations carried out by the unit/division

Training, professional development, or technical assistance: hours received

Forensic interviews performed by a law enforcement officer or prosecutor: Individuals interviewed

Training or professional development: Hours received

Training or professional development: Individuals received.



## Recommendation for Action

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**File #: 18-2579, Agenda Item #: 39.**

**6/28/2018**

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### **Agenda Item**

**Agenda Item #39:** Approve a resolution authorizing the acceptance of \$1,213,309.17 in grant funding from the State of Texas, Office of the Governor, Criminal Justice Division to implement the Austin Police Department project entitled APD Victim Crisis Intervention Project.

**QUESTION:** Please provide information regarding the goals, outputs, measures and reporting process detailed by the grant.

COUNCIL MEMBER CASAR'S OFFICE

### **ANSWER:**

The goal of this project is to assist violent crime victims, survivors and their families recover more quickly and completely from the effects of victimization. Project objectives are to provide assistance to victims of crime and to ensure proper case coordination, interagency communication, and follow up. Assistance to victims of crime includes crisis intervention, counseling, personal advocacy, information and referrals. Victim of Crime Act funding (federal pass through) requires quarterly reporting to the state of the following output measures:

Casework, non-licensed counseling, individual advocacy, or other support: Hours delivered by employees  
Casework, non-licensed counseling, individual advocacy, or other support: Hours delivered by volunteers  
Casework, non-licensed counseling, individual advocacy, or other support: Individuals receiving  
Advocacy/ accompaniment / assistance for criminal justice system interactions: Victim individuals receiving  
Advocacy/ accompaniment for medical care: Individuals receiving  
Case management or advocacy (general): Individuals receiving  
Casework/ support/ care: Individuals assessed or screened for needs  
Referrals to other agencies: Individuals referred  
Victims assisted with developing safety plans (non-residential).





## Recommendation for Action

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**File #:** 18-2585, **Agenda Item #:** 40.

6/28/2018

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### **Agenda Item**

**Agenda Item #40:** Approve a resolution authorizing the application for and acceptance of grant funding in the amount of \$430,685 from the Texas Automobile Burglary and Theft Prevention Authority to continue the Austin Police Department project entitled the APD Auto Burglary and Theft Interdiction Project.

**QUESTION:** Please provide information regarding the goals, outputs, measures and reporting process detailed by the grant.

COUNCIL MEMBER CASAR'S OFFICE

### **ANSWER:**

The goal of this grant is to provide a comprehensive, citywide auto burglary and theft prevention and enforcement program. All task force agencies that receive an award under this fund source are required to adopt and report on standard sets of objectives and performance measures. Overarching objectives include affecting increases in: the recovery of stolen vehicles, the clearance rates of vehicle thefts and burglaries, the number of persons arrested for vehicle theft and burglary. Funding is provided directly by the state and progress reports are filed monthly, with metrics including:

- Number of cases investigated
- Number of offenders identified
- Number of bait vehicle deployments
- Number of covert operations
- Number of enforcement operations
- Number of inspections
- Number of collaborations
- Number of outreaches and VIN etching events.



## Recommendation for Action

**File #: 18-2559, Agenda Item #: 41.**

6/28/2018

### Agenda Item

**Agenda Item #41:** Authorize negotiation and execution of an interlocal agreement with Austin Independent School District for the provision of startup costs for three new Pre-Kindergarten classrooms to expand affordable childcare options for Austin residents, with a three-month term starting July 1, 2018, in an amount not to exceed \$48,000.

### QUESTION:

Where will the 3 additional pre-kindergarten classes be located? What is included in the start-up costs?  
COUNCIL MEMBER HOUSTON'S OFFICE

### ANSWER:

The tentative list of campuses being considered for Pre-K 3 expansion are the following:

District	Member	AISD Elementary School	Address
1	Houston	Overton	<a href="#">7201 Colony Loop Drive, Austin, TX 78724</a>
2	Garza	Langford	<a href="#">2206 Blue Meadow Drive, Austin, TX 78744</a>
		Rodriguez	<a href="#">4400 Franklin Park Drive, Austin, TX 78744</a>
4	Casar	Blanton	<a href="#">5408 Westminster Drive, Austin, TX 78723</a>
		Guerrero Thompson (2nd classroom)	<a href="#">102 E. Rundberg Lane, Austin, TX 78753</a>
		Pickle	<a href="#">1101 Wheatley Ave., Austin, TX 78752</a>
7	Pool	Wooten	<a href="#">1406 Dale St., Austin, TX 78757</a>

This is a one-time expense per school campus. The startup costs include all of the furniture, curriculum and materials to start the classroom including but not limited to shelving, easel, blocks, manipulatives, puzzles, rugs, the play kitchen furniture, etc. It also includes items for dramatic play, science exploration, books, and art.

### QUESTION:

Which specific schools will these classrooms be starting at? Were only schools in Travis County considered for these programs since the SRAP indicates goals specific to Travis County? Can students who do not live in AISD boundaries transfer into AISD pre-k programs?

COUNCIL MEMBER FLANNIGAN'S OFFICE

### ANSWER:

The tentative list of campuses being considered for Pre-K 3 expansion are the following:

District	Member	AISD Elementary School	Address
1	Houston	Overton	<a href="#">7201 Colony Loop Drive, Austin, TX 78724</a>
2	Garza	Langford	<a href="#">2206 Blue Meadow Drive, Austin, TX 78744</a>
		Rodriguez	<a href="#">4400 Franklin Park Drive, Austin, TX 78744</a>
4	Casar	Blanton	<a href="#">5408 Westminster Drive, Austin, TX 78723</a>

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		Guerrero Thompson (2nd classroom)	<u>102 E. Rundberg Lane, Austin, TX 78753</u>
		Pickle	<u>1101 Wheatley Ave., Austin, TX 78752</u>
7	Pool	Wooten	<u>1406 Dale St., Austin, TX 78757</u>

Schools located throughout the City of Austin including outside of Travis County were also considered for these programs. Round Rock and Leander school districts are not considering adding Pre-K 3 at this time.

AISD does offer out-of-district transfers as long as space is available.

QUESTION:

What method or process will be used to determine which schools will house the additional pre-K classrooms associated with this item?

COUNCIL MEMBER CASAR'S OFFICE

ANSWER:

The goal is to offer locations where eligible students can be served. In order to draw down the state funding dollars to pay for the teacher and the teaching assistant, the enrollment target is 32 per classroom. (16 in each 1/2 day session).

In order to determine the campuses, AISD consulted with principals, reviewed the current enrollment of Pre-K 4 eligible children and physical location of campuses. They also considered areas that already have Pre-K 3 classrooms. A campus must currently have classroom space to accommodate the program and the principal ensures that there will be a designated classroom for Pre-K 3. All of these criteria will be taken into consideration during the 2018-2019 school year to make the final decision.

Currently, the following campuses have Pre-K 3 for the 2018-2019 school year:

Allison, Barbara Jordan, Barrington, Boone, Casey, Cook\*, Cunningham, Dawson, Dobie PK\*, Galindo\*, Guerrero-Thompson, Harris\*, Houston Joslin, Kocurek, McBee, Metz, Oak Springs, Padron, Palm\*, Patton, Pecan Springs\*, Perez, Pillow, Pleasant Hill, ST. Elmo-Sierra Vista Apartments (Foundation Communities), Sims\*, Sunset Valley, Uphaus\*, Walnut Creek\*, Widen, Winn, Williams, and Zavala

\*PK3 Child Inc/Head Start Partner Classroom.



## Recommendation for Action

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**File #: 18-2562, Agenda Item #: 43.**

6/28/2018

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### **Agenda Item**

**Agenda Item #43:** Approve negotiation and execution of an agreement with The Salvation Army, a Georgia Corporation for the provision of homeless services to women and children in an amount not to exceed \$1,939,765 for the 12-month period beginning October 1, 2018, with up to four 12-month extension options not to exceed \$1,939,765 per extension option, for a total agreement amount not to exceed \$9,698,825.

**QUESTION:** Can you please confirm that this contractor complies with all of the City's anti-discrimination policies?  
**COUNCIL MEMBER FLANNIGAN'S OFFICE**

**ANSWER:**

All social services agencies are required to sign the City's non-discrimination certificate with any new contract being executed. City staff checks compliance with policies and procedures during site visits. Attached is the most recent certificate signed by the Salvation Army for a contract with a July 1, 2016 start date.

**City of Austin, Texas  
EQUAL EMPLOYMENT/FAIR HOUSING OFFICE  
NON-DISCRIMINATION CERTIFICATION**

**City of Austin, Texas  
Human Rights Commission**

To: City of Austin, Texas, ("OWNER")

I hereby certify that our firm conforms to the Code of the City of Austin, Section 5-4-2 as reiterated below:  
Chapter 5-4. Discrimination in Employment by City Contractors.

**Sec. 4-2 Discriminatory Employment Practices Prohibited.** As an Equal Employment Opportunity (EEO) employer, the Contractor will conduct its personnel activities in accordance with established federal, state and local EEO laws and regulations and agrees:

- (B) (1) Not to engage in any discriminatory employment practice defined in this chapter.
- (2) To take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without discrimination being practiced against them as defined in this chapter. Such affirmative action shall include, but not be limited to: all aspects of employment, including hiring, placement, upgrading, transfer, demotion, recruitment, recruitment advertising; selection for training and apprenticeship, rates of pay or other form of compensation, and layoff or termination.
- (3) To post in conspicuous places, available to employees and applicants for employment, notices to be provided by OWNER setting forth the provisions of this chapter.
- (4) To state in all solicitations or advertisements for employees placed by or on behalf of the Contractor, that all qualified applicants will receive consideration for employment without regard to race, creed, color, religion, national origin, sexual orientation, gender identity, disability, veteran status, sex or age.
- (5) To obtain a written statement from any labor union or labor organization furnishing labor or service to Contractors in which said union or organization has agreed not to engage in any discriminatory employment practices as defined in this chapter and to take affirmative action to implement policies and provisions of this chapter.
- (6) To cooperate fully with OWNER's Human Rights Commission in connection with any investigation or conciliation effort of said Human Rights Commission to ensure that the purpose of the provisions against discriminatory employment practices are being carried out.
- (7) To require compliance with provisions of this chapter by all subcontractors having fifteen or more employees who hold any subcontract providing for the expenditure of \$2,000 or more in connection with any contract with OWNER subject to the terms of this chapter.

For the purposes of this Offer and any resulting Contract, Contractor adopts the provisions of the City's Minimum Standard Nondiscrimination Policy set forth below.

**City of Austin  
Minimum Standard Non-Discrimination in Employment Policy:**

*As an Equal Employment Opportunity (EEO) employer, the Contractor will conduct its personnel activities in accordance with established federal, state and local EEO laws and regulations.*

*The Contractor will not discriminate against any applicant or employee based on race, creed, color, national origin, sex, age, religion, veteran status, gender identity, disability, or sexual orientation. This policy covers all aspects of employment, including hiring, placement, upgrading, transfer, demotion, recruitment, recruitment advertising, selection for training and apprenticeship, rates of pay or other forms of compensation, and layoff or termination.*

*Further, employees who experience discrimination, sexual harassment, or another form of harassment should immediately report it to their supervisor. If this is not a suitable avenue for*

addressing their complaint, employees are advised to contact another member of management or their human resources representative. No employee shall be discriminated against, harassed, intimidated, nor suffer any reprisal as a result of reporting a violation of this policy. Furthermore, any employee, supervisor, or manager who becomes aware of any such discrimination or harassment should immediately report it to executive management or the human resources office to ensure that such conduct does not continue.

Contractor agrees that to the extent of any inconsistency, omission, or conflict with its current non-discrimination employment policy, the Contractor has expressly adopted the provisions of the City's Minimum Non-Discrimination Policy contained in Section 5-4-2 of the City Code and set forth above, as the Contractor's Non-Discrimination Policy or as an amendment to such Policy and such provisions are intended to not only supplement the Contractor's policy, but will also supersede the Contractor's policy to the extent of any conflict.

UPON CONTRACT AWARD, THE CONTRACTOR SHALL PROVIDE A COPY TO THE CITY OF THE CONTRACTOR'S NON-DISCRIMINATION POLICY ON COMPANY LETTERHEAD, WHICH CONFORMS IN FORM, SCOPE, AND CONTENT TO THE CITY'S MINIMUM NON-DISCRIMINATION POLICY, AS SET FORTH HEREIN, OR THIS NON-DISCRIMINATION POLICY, WHICH HAS BEEN ADOPTED BY THE CONTRACTOR FOR ALL PURPOSES (THE FORM OF WHICH HAS BEEN APPROVED BY THE CITY'S EQUAL EMPLOYMENT/FAIR HOUSING OFFICE), WILL BE CONSIDERED THE CONTRACTOR'S NON-DISCRIMINATION POLICY WITHOUT THE REQUIREMENT OF A SEPARATE SUBMITTAL.

**Sanctions:**

Our firm understands that non-compliance with Chapter 5-4 may result in sanctions, including termination of the contract and suspension or debarment from participation in future City contracts until deemed compliant with the requirements of Chapter 5-4.

**Term:**

The Contractor agrees that this Section 0800 Non-Discrimination Certificate or the Contractor's separate conforming policy, which the Contractor has executed and filed with the Owner, will remain in force and effect for one year from the date of filing. The Contractor further agrees that, in consideration of the receipt of continued Contract payments, the Contractor's Non-Discrimination Policy will automatically renew from year-to-year for the term of the underlying Contract.

Dated this 16<sup>th</sup> day of June, 2016

CONTRACTOR

The Salvation Army

Authorized  
Signature

KEJ

Title

Divisional Commander



## Recommendation for Action

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**File #: 18-2567, Agenda Item #: 54.**

**6/28/2018**

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### **Agenda Item**

**Agenda Item #54:** Approve an ordinance amending City Code Chapter 13-2 (Ground Transportation Passenger Services) related to regulation of taxicabs and limousines, and repealing certain requirements.

**QUESTION:** Approve an ordinance amending City Code Chapter 13-2 (Ground Transportation Passenger Services) related to regulation of taxicabs and limousines, and repealing certain requirements. Why was the Operating Authority option no longer considered? Please describe the reasoning that will allow each franchise to set their own rates? How will riders know that every franchise may have different rates?

COUNCIL MEMBER HOUSTON'S OFFICE

### **ANSWER:**

The operating authority model was presented to stakeholders as an option to meet one of the Austin Transportation Department's stated objectives to level the playing field between taxicabs and Transportation Network Companies (TNCs). This option, however, was met with resistance and was ultimately rejected by both Taxicab Franchise Holders and drivers due to concerns that a taxicab operating authority model might flood the market and leave drivers with too few trips per day to earn a livable wage.

The Austin Transportation Department believes that granting taxicab companies the ability to set their own rates would equip them to better compete on the mobility marketplace against similar services not regulated by the City of Austin, such as TNCs.

Although ATD is proposing that taxicab companies be able to set their own prices, ATD would require that rates be set only by management, set fleet-wide, posted on a rate card in view of passengers inside the taxi, posted on the company's website, and recorded with ATD's permitting office.



## Recommendation for Action

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**File #: 18-2568, Agenda Item #: 61.**

**6/28/2018**

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### **Agenda Item**

**Agenda Item #61:** Approve a resolution directing the City Manager to establish minimum training and apprenticeship standards on City projects.

**QUESTION:** Please describe the unintentional barriers that might be created in the accessing of jobs for people who are experiencing homelessness, have completed high school, received a General Education Diploma, have been formally incarcerated, or are day laborers?

COUNCIL MEMBER HOUSTON'S OFFICE

### **ANSWER:**

Economic Development Department staff does not have responsive information to this question related to unintentional barriers. However, noting the final requirement of the draft Resolution, staff would recommended that upon approval by Council, City staff should work with individuals, stakeholder groups and agencies that represent individuals experiencing homelessness; high school graduates; individuals who have received a General Education Diploma; individuals who have formally been incarcerated; and day laborers to develop the requested proposal so that potential barriers are identified as part of the process and development of the final proposal.





## Recommendation for Action

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**File #:** 18-2583, **Agenda Item #:** 64.

6/28/2018

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### Agenda Item

**Agenda Item #64:** Approve a resolution directing the City Manager to analyze the proposal from Precourt Sports Ventures and to begin negotiations for a Major League Soccer stadium to be located at 10414 McKalla Place.

QUESTION: What are the plans for the practice facility? What are the temporary arrangements before stadium is built? What are the limits to use outside of soccer games? Does the grass required for a stadium limit other uses?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

Staff does not currently have responsive information to this request. The proposal submitted by on June 1, 2018 does not address these questions directly.

QUESTION:

What is the cost and how will ARR provide the services requested in the following provision of the Precourt proposal: Page 158: "street cleaning/street trash removal, and other similar City-based services, outside of the Stadium, for all Stadium events shall be provided and paid for by the City (using City employees or contract services, as determined by the City)."

COUNCIL MEMBER POOL'S OFFICE

ANSWER:

ARR estimates a cost of approximately \$3,200 per event to clean areas outside of the stadium. This is based on preliminary information that would need to be confirmed or negotiated should the Council direct staff to negotiate with PSV.

The estimate includes staff cleaning the surrounding boulevards (Kramer & Braker), onsite roads, onsite parking lots, and emptying litter and recycling containers on the highlighted areas in the proposal on event days. The estimate does not include the capital costs of containers.



## Recommendation for Action

**File #:** 18-2571, **Agenda Item #:** 66.

6/28/2018

### Agenda Item

**Agenda Item #66:** Approve a resolution establishing an efficient, centralized Public Information Request staffing model and the associated budget item for Council consideration for Fiscal Year 2018-2019.

### QUESTION:

Can City Staff provide a breakdown by Council Office of the number of Public Information Requests per year since 2015?  
COUNCIL MEMBER FLANNIGAN'S OFFICE

### ANSWER:

Council Office	2016	2017
<b>Mayor</b>	112	112
<b>D1</b>	65	62
<b>D2</b>	63	64
<b>D3</b>	59	61
<b>D4</b>	59	61
<b>D5</b>	66	65
<b>D6</b>	62	63
<b>D7</b>	72	72
<b>D8</b>	61	72
<b>D9</b>	62	74
<b>D10</b>	67	78



## Recommendation for Action

**File #: 18-2569, Agenda Item #: 70.**

**6/28/2018**

### **Agenda Item**

**Agenda Item #70:** Approve a resolution regarding a potential contract with the Austin Rowing Club for the management and operation of the boathouse on Lady Bird Lake.

**QUESTION:** Please provide the names and locations of schools that have rowing clubs. Please provide the demographics of all students served.

COUNCIL MEMBER HOUSTON'S OFFICE

### **ANSWER:**

The Parks and Recreation Department has two current revenue contracts with concessionaires with rowing clubs, the Austin Rowing Club and Texas Rowing Center. A contract requirement for the Austin Rowing Club is that it provide underserved youth programming; however, the Texas Rowing Center does not have this contract requirement. The school districts and individual schools that receive services from these two rowing clubs are listed below:

1. Austin Rowing Club (74 Trinity St, Austin, TX 78701)
  - a. Austin Independent School District
  - b. Eanes Independent School District
  - c. Leander Independent School District
  - d. Round Rock Independent School District
  - e. Brentwood Christian School
  - f. Gateway College Prep
  - g. Harmony School of Political Science
  - h. One Day Academy
  - i. Redeemer Lutheran
  - j. Regents School of Austin
  - k. Waldorf School
2. Texas Rowing Center (1541 West Cesar Chavez, Austin, TX 78703)
  - a. Austin Independent School District
  - b. Eanes Independent School District
  - c. Lake Travis Independent School District
  - d. Pflugerville Independent School District
  - e. Round Rock Independent School District
  - f. Hayes Independent School District
  - g. St. Stephens
  - h. Leander Independent School District
  - i. Texas River School

Additionally, program summaries for the Austin Rowing Club and Texas Rowing Center are attached to provide additional information.



## **TRC School Programs**

Texas Rowing Center ("TRC") has many partnerships with local schools to provide rowing instruction.

- After-school Rowing Program – We have the largest after-school rowing program in Texas with approximately 200 students each semester. The kids can receive PE credit, and race at local, state, and national championship regattas. The program has competitive crews and a recreational crew. In 2018, TRC Juniors won the points trophies at the Texas Rowing Championships and the U.S. Central Region Championships (seven states). We are a certified off-site P.E. provider for Austin ISD, Round Rock ISD, Hayes ISD, Eanes ISD, Lake Travis ISD, Pflugerville ISD, St. Stephens, and Leander ISD. We have participating students from across the City and from all of these school districts. Our rates are much lower than Austin Rowing Club's and we provide scholarships for students from low-income families.
- No-Cost Rowing Program for Austin High School – TRC provides a no-cost, rowing PE program for approximately 60 Austin High School students during the school day. The intent of the program is to provide a recreational rowing option for students who do not have the financial means or available transportation to participate in the TRC after-school program. TRC provides this program to further our relationship with AISD and is not compensated by the school district.
- Summer Rowing Camps – We offer week-long summer camps for grades 3 through 12 throughout the summer. These camps serve about 400 students per summer. Students come from all over the Austin-area and from across Texas. Every year we provide full and partial scholarships to low-income students. No young person is refused based on inability to pay.
- Adaptive Summer Rowing Camps – In addition to our regular camps, we run adaptive rowing and paddling camps for kids with disabilities for seven weeks during the summer. These camps focus on kids with physical disabilities (for example, cerebral palsy), intellectual disabilities (Downs Syndrome and autism), and sensory disabilities (blind and visually impaired). In 2009, TRC established our non-profit partner, Texas Rowing For All, which is a 501(c)(3) established to provide rowing and paddling for people with disabilities. Our adaptive camps are a collaboration between TRC and TRFA. These camps serve approximately 70 students each year from all over Austin.
- Partnership with Texas River School – Since 2005, TRC has been a host and sponsor of Texas River School ("TRS"), a 501(c)(3) organization with the

mission to provide canoe trips for at-risk youth. TRS uses Lady Bird Lake as a classroom to teach and reinforce traditional academic subjects; introduce important personal growth initiatives like leadership, self-discipline and civic responsibility; and foster a life-long connection to and affection for Texas waterways. The focus is primarily low-income, elementary school kids. Schools served include Zavala, Metz, Sanchez, and Campbell. Since 2005, TRC has donated over \$100,000 to support TRS's mission. During that time, TRS has served over 5,000 kids.

- Partnerships with Kealing Middle School – Since 2014, TRC has partnered with Kealing Middle School to provide paddling excursions on Lady Bird Lake. TRC partners with the school through its Explore Austin program, which provides an opportunity for groups of 20 to 30 students to explore Lady Bird Lake. This program happens once a semester and is provided at no cost to the students or school. In addition, TRC is a proud sponsor of Kealing Men, which is a program established to provide male mentors to middle-school boys in the Kealing neighborhood. Every year, Kealing Men visit TRC for an outing on Lady Bird Lake and a BBQ lunch afterwards. Each participant is offered a free week of middle-school camp at TRC during the summer.

# ARC Elementary, Middle and High School Impact

Austin Rowing Club  
June 2018









# Areas of School Impact:

- Off-Campus PE Program
- RISE (Rowing In School Experience) Program
- Sunshine Camps
- PARD Programming



# Off-Campus PE Program



# Off-Campus PE Program

- Austin Rowing Club has off-campus PE programs in agency cooperative agreements with:
  - Austin Independent School District
  - Eanes Independent School District
  - Leander Independent School District
  - Round Rock Independent School District
  - Acton Academy
  - Brentwood Christian School
  - Gateway College Prep
  - Harmony School of Political Science
  - One Day Academy
  - Redeemer Lutheran
  - Regents School of Austin
  - Waldorf School



# Off-Campus PE Program

- **ANY STUDENT IN AISD CAN ATTEND AUSTIN ROWING CLUB AND RECEIVE PHYSICAL EDUCATION CREDIT**
- There are no tests or screenings needed to apply to Austin Rowing Club – anyone can be a member
- Programming is available for 6<sup>th</sup>-12<sup>th</sup> graders
- Scholarships are available for those who cannot afford the approximately \$500-600 program fees each semester. Those who qualify for free or reduced lunch, automatically qualify for a full or partial scholarship.

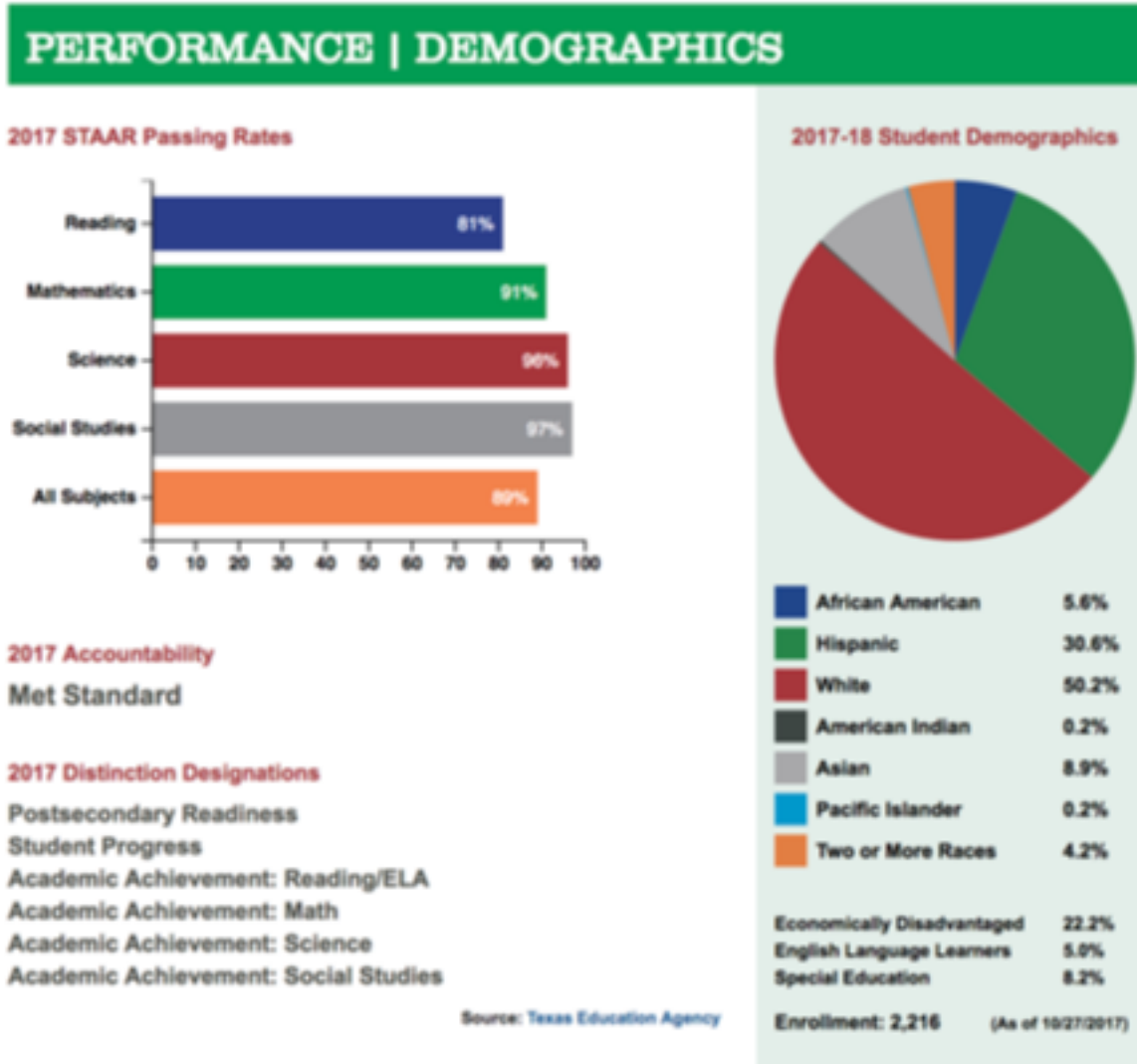


# Off-Campus PE Program

**Current Schools that Austin Rowing Club Juniors (school year 2017-2018) attended**



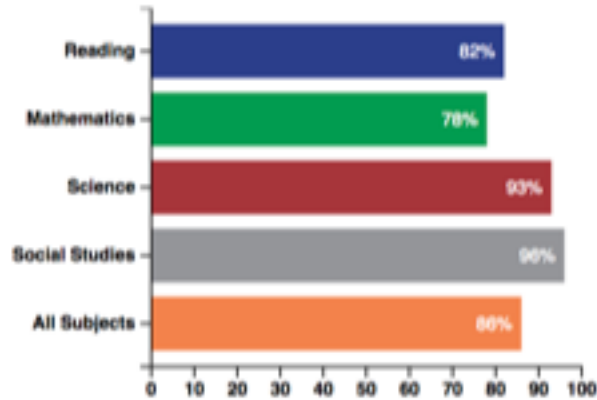
# Anderson High School Demographics:



# Austin High School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

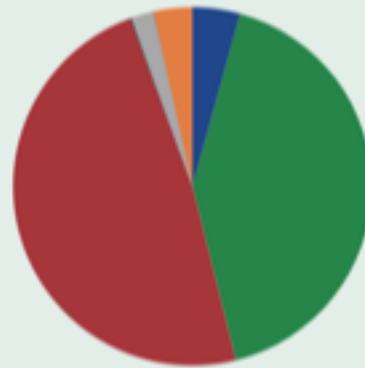
Postsecondary Readiness

Academic Achievement: Reading/ELA

Academic Achievement: Social Studies

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	4.3%
Hispanic	41.8%
White	48.2%
American Indian	0.1%
Asian	1.9%
Pacific Islander	0%
Two or More Races	3.5%

Economically Disadvantaged	24.0%
English Language Learners	5.0%
Special Education	8.8%

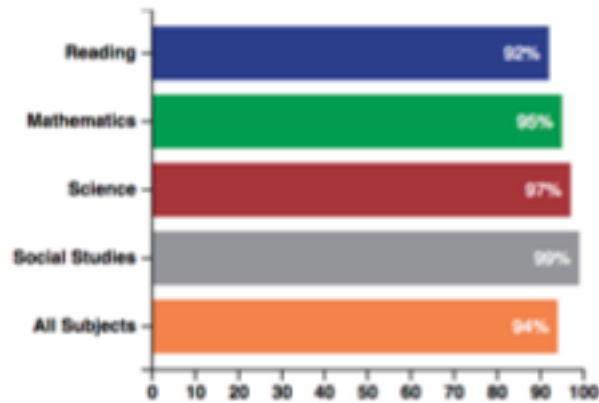
Enrollment: 2,262 (As of 10/27/2017)



# Bowie High School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Postsecondary Readiness  
Student Progress  
Closing Performance Gaps  
Academic Achievement: Math  
Academic Achievement: Social Studies

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	3.3%
Hispanic	32.7%
White	53.7%
American Indian	0.1%
Asian	5.4%
Pacific Islander	0.1%
Two or More Races	4.7%

Economically Disadvantaged	10.4%
English Language Learners	1.3%
Special Education	8.2%

Enrollment: 2,867 (As of 10/27/2017)

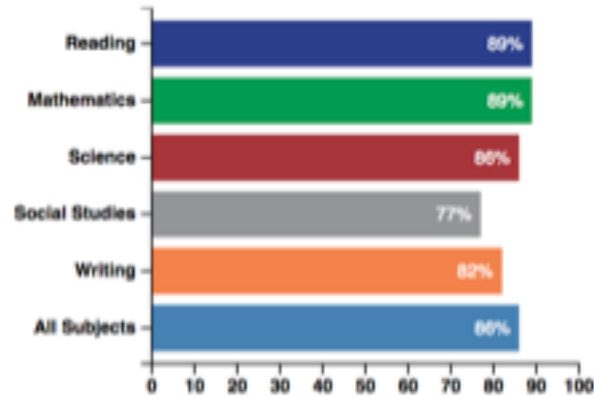




# Kealing Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Postsecondary Readiness

Student Progress

Academic Achievement: Reading/ELA

Academic Achievement: Math

Academic Achievement: Science

Academic Achievement: Social Studies

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	10.1%
Hispanic	30.4%
White	39.0%
American Indian	0%
Asian	15.7%
Pacific Islander	0.1%
Two or More Races	4.7%

Economically Disadvantaged	31.1%
English Language Learners	6.2%
Special Education	7.4%

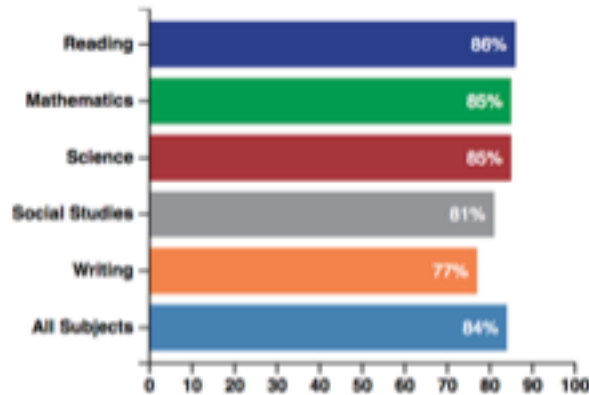
Enrollment: 1,222 (As of 10/27/2017)



# Lamar Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Academic Achievement: Science

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	4.5%
Hispanic	33.8%
White	55.8%
American Indian	0.2%
Asian	1.6%
Pacific Islander	0.2%
Two or More Races	4.0%

Economically Disadvantaged	20.7%
English Language Learners	5.8%
Special Education	9.6%

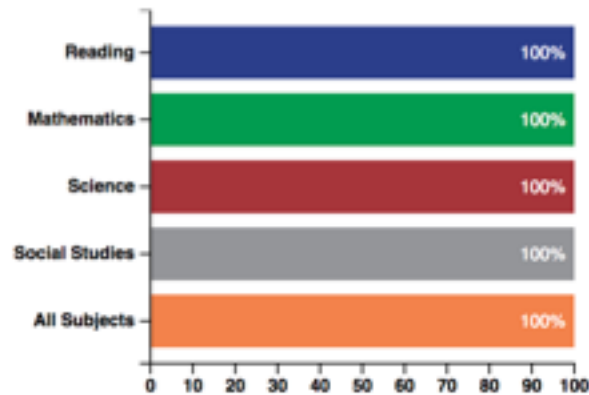
Enrollment: 1,130 (As of 10/27/2017)



# LASA Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

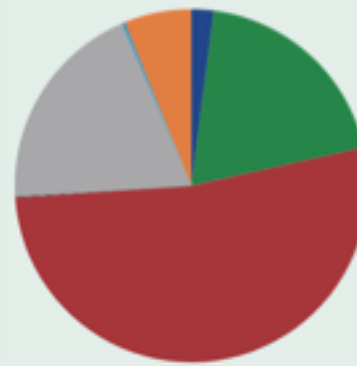
Met Standard

### 2017 Distinction Designations

Postsecondary Readiness  
Student Progress  
Closing Performance Gaps  
Academic Achievement: Reading/ELA  
Academic Achievement: Math  
Academic Achievement: Science  
Academic Achievement: Social Studies

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	2.0%
Hispanic	19.5%
White	52.4%
American Indian	0.1%
Asian	19.6%
Pacific Islander	0.3%
Two or More Races	6.2%

Economically Disadvantaged	8.3%
English Language Learners	0%
Special Education	1.1%

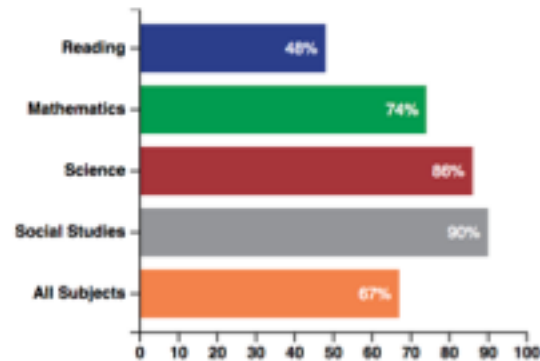
Enrollment: 1,185 (As of 10/27/2017)



# LBJ Early College High School Demographics:

## PERFORMANCE | DEMOGRAPHICS

2017 STAAR Passing Rates



2017 Accountability

Met Standard

Source: Texas Education Agency

2017-18 Student Demographics



African American	37.5%
Hispanic	58.9%
White	1.5%
American Indian	0.1%
Asian	0.5%
Pacific Islander	0%
Two or More Races	1.4%

Economically Disadvantaged	74.8%
English Language Learners	24.8%
Special Education	15.2%

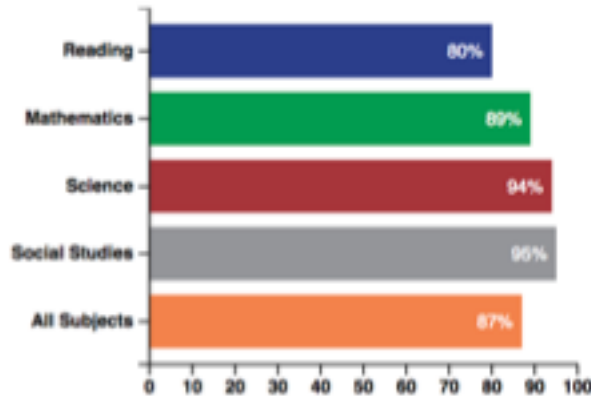
Enrollment: 794 (As of 10/27/2017)



# McCallum High School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Postsecondary Readiness

Student Progress

Academic Achievement: Reading/ELA

Academic Achievement: Math

Academic Achievement: Social Studies

Source: Texas Education Agency

### 2017-18 Student Demographics



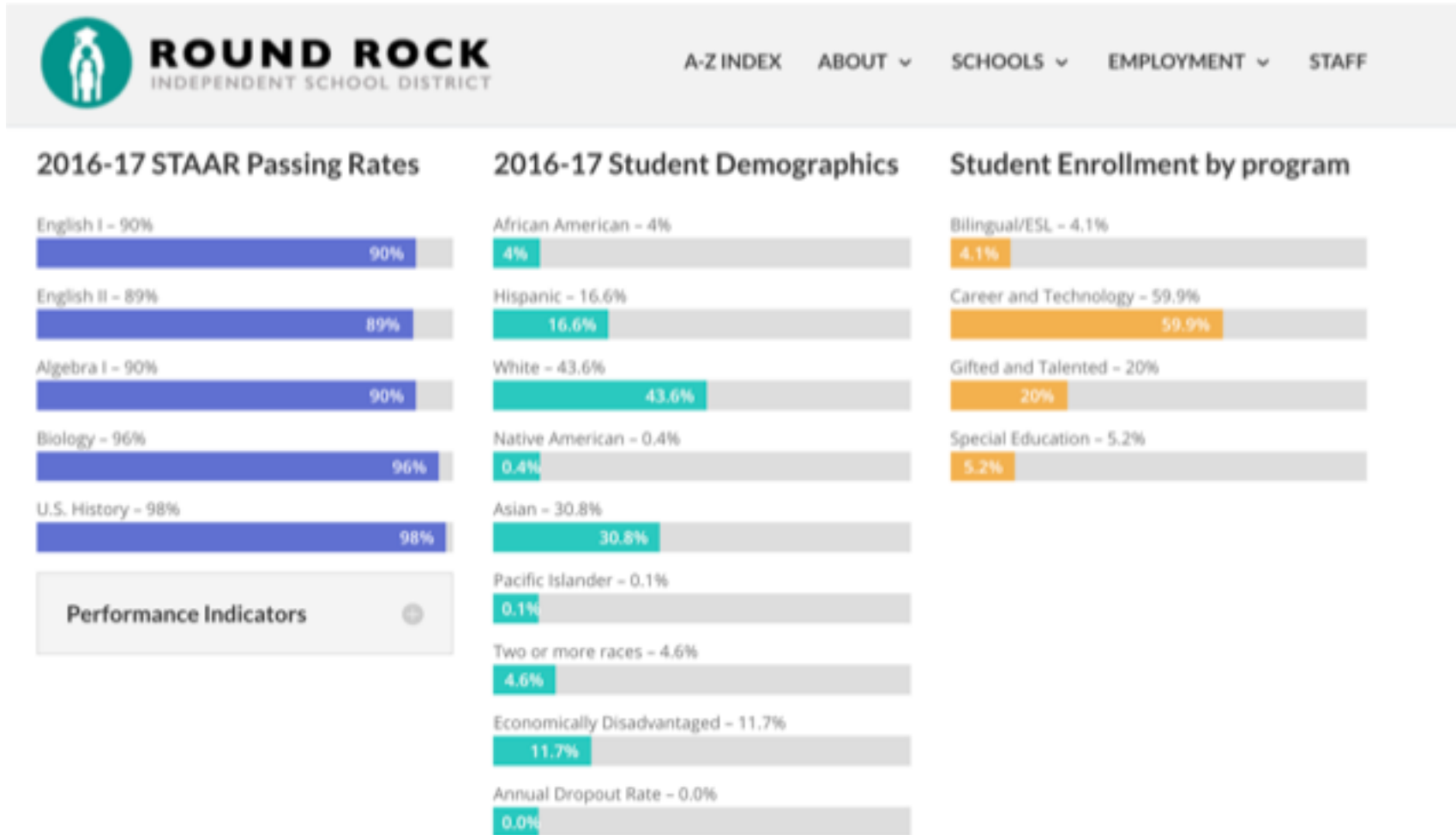
African American	9.3%
Hispanic	32.9%
White	50.9%
American Indian	0.2%
Asian	2.3%
Pacific Islander	0%
Two or More Races	4.4%

Economically Disadvantaged	22.0%
English Language Learners	3.6%
Special Education	9.1%

Enrollment: 1,755 (As of 10/27/2017)



# Westwood High School Demographics:



# Vandergrift High School Demographics:

## Vandegrift High School

High school in [Leander ISD](#)

Austin, TX

9th grade - 12th grade

Total students

**2,463**

Students per teacher

**17.2**

Leander ISD: 15.1  
Statewide: 15.1

Avg. teacher experience

**7.8 years**

Leander ISD: 11.6 years  
Statewide: 10.9 years

Four-year graduation rate

**99.6 %**

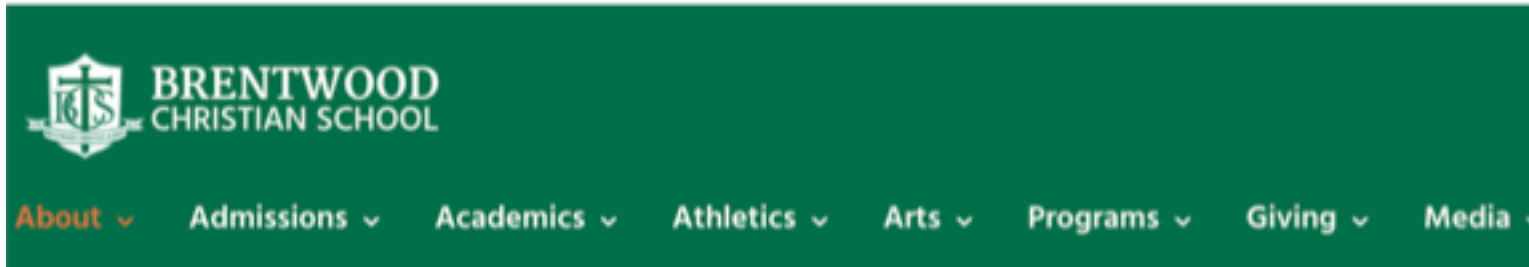
Leander ISD: 98.7%  
Statewide: 89.1%

**Vandegrift High School** is a high school in **Austin, TX**, in the **Leander ISD** school district. As of the **2016-2017 school year**, it had **2,463 students**. The school received an accountability rating of "**met standard**." **21%** of students were considered at risk of dropping out of school. **1.5%** of students were enrolled in bilingual and English language learning programs.

An average teacher's salary was **\$48,532**, which is **\$3,993 less** than the state average. The average SAT score at Vandegrift High School was **1690**. The average ACT score was **25.4**. In the Class of 2016, **99.6%** of students received their high school diplomas on time or earlier. The dropout rate was **0.1%**.



# Brentwood Christian School Demographics:



## By the Numbers

### Our Students:

653 students  
252 K4 – 5th grade  
401 6th – 12th grades

More than 99% of graduates attend  
a college or university

### Our Leaders:

48 full time faculty  
15 part time faculty  
26 admin & staff





# Off-Campus PE Program

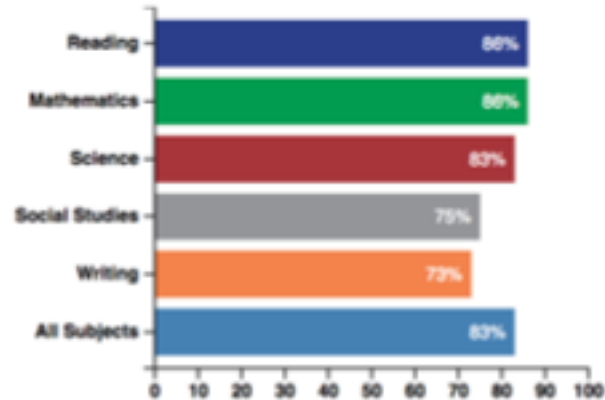
Schools Allowed to Participate in AISD for  
Off-Campus PE Program



# Bailey Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	4.4%
Hispanic	49.1%
White	37.7%
American Indian	0.2%
Asian	3.9%
Pacific Islander	0.1%
Two or More Races	4.7%

Economically Disadvantaged	31.4%
English Language Learners	5.8%
Special Education	11.8%

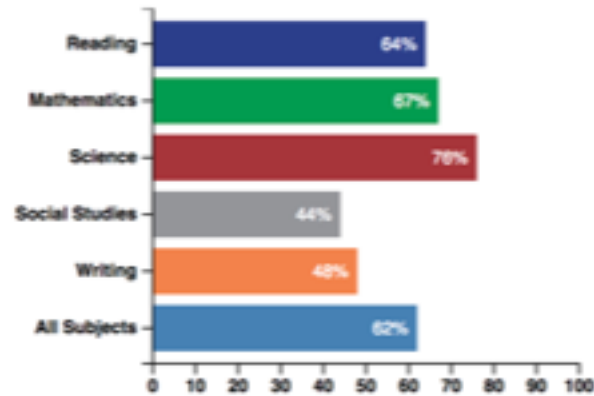
Enrollment: 1,006 (As of 10/27/2017)



# Bedicheck Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Academic Achievement: Science

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	5.7%
Hispanic	84.5%
White	6.7%
American Indian	0%
Asian	0.7%
Pacific Islander	0%
Two or More Races	2.4%

Economically Disadvantaged	84.9%
English Language Learners	26.1%
Special Education	17.0%

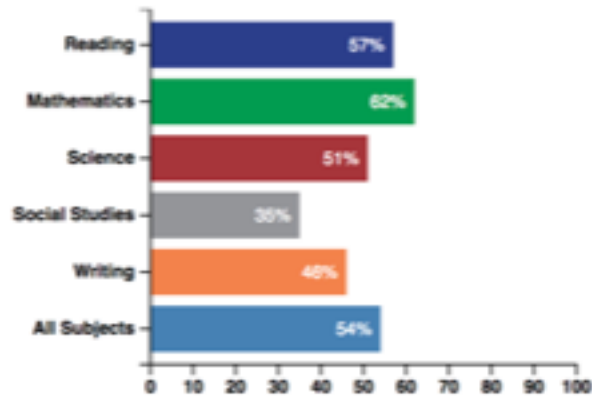
Enrollment: 846 (As of 10/27/2017)



# Sadler Means Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability Met Standard

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	18.0%
Hispanic	77.3%
White	2.1%
American Indian	0.3%
Asian	1.3%
Pacific Islander	0%
Two or More Races	1.0%

Economically Disadvantaged	92.5%
English Language Learners	49.7%
Special Education	13.9%

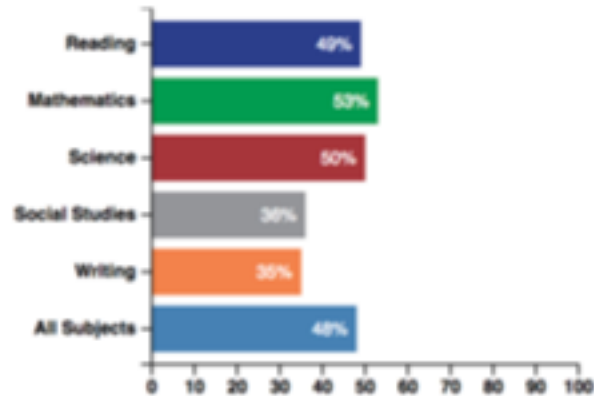
Enrollment: 388 (As of 10/27/2017)



# Burnett Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Improvement Required

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	7.9%
Hispanic	85.4%
White	4.6%
American Indian	0.2%
Asian	1.1%
Pacific Islander	0%
Two or More Races	0.8%

Economically Disadvantaged	90.3%
English Language Learners	60.9%
Special Education	17.1%

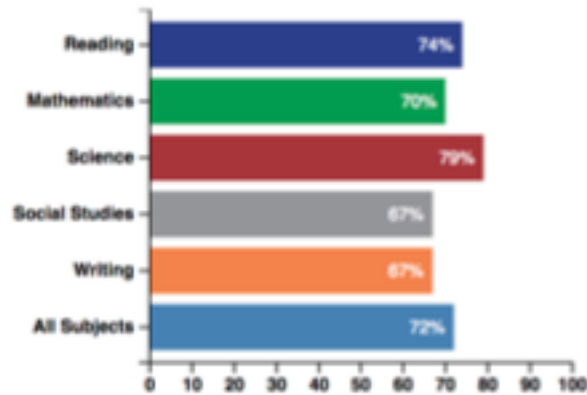
Enrollment: 967 (As of 10/27/2017)



# Covington Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Academic Achievement: Reading/ELA

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	6.2%
Hispanic	58.3%
White	29.2%
American Indian	0.5%
Asian	2.1%
Pacific Islander	0.2%
Two or More Races	3.5%

Economically Disadvantaged	58.9%
English Language Learners	16.7%
Special Education	17.4%

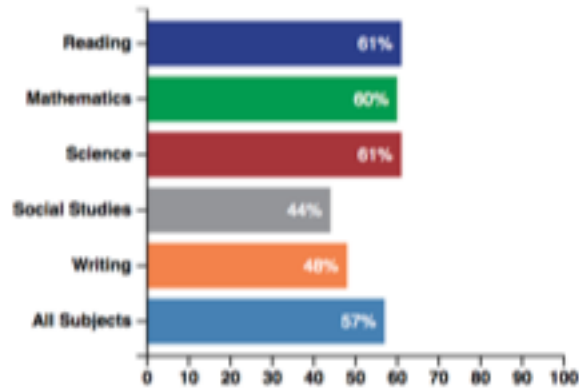
Enrollment: 660 (As of 10/27/2017)



# Dobie Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability Met Standard

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	13.5%
Hispanic	79.3%
White	4.3%
American Indian	0%
Asian	2.2%
Pacific Islander	0%
Two or More Races	0.7%

Economically Disadvantaged	92.2%
English Language Learners	53.4%
Special Education	17.4%

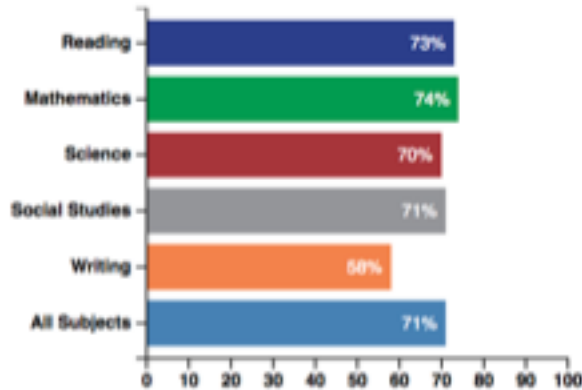
Enrollment: 579 (As of 10/27/2017)



# Fulmore Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Postsecondary Readiness  
Academic Achievement: Reading/ELA  
Academic Achievement: Science  
Academic Achievement: Social Studies

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	6.2%
Hispanic	66.0%
White	22.4%
American Indian	0.3%
Asian	2.6%
Pacific Islander	0.1%
Two or More Races	2.4%

Economically Disadvantaged	64.2%
English Language Learners	28.6%
Special Education	12.8%

Enrollment: 997 (As of 10/27/2017)

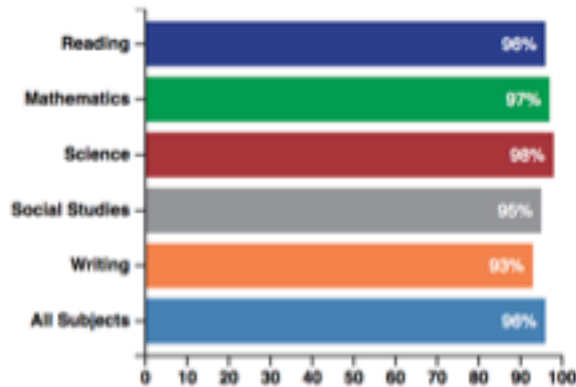




# Gorzycki Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

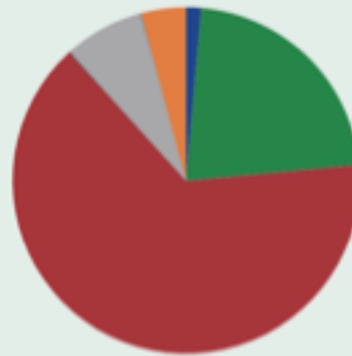
Met Standard

### 2017 Distinction Designations

Closing Performance Gaps  
Academic Achievement: Reading/ELA  
Academic Achievement: Science  
Academic Achievement: Social Studies

Source: Texas Education Agency

### 2017-18 Student Demographics



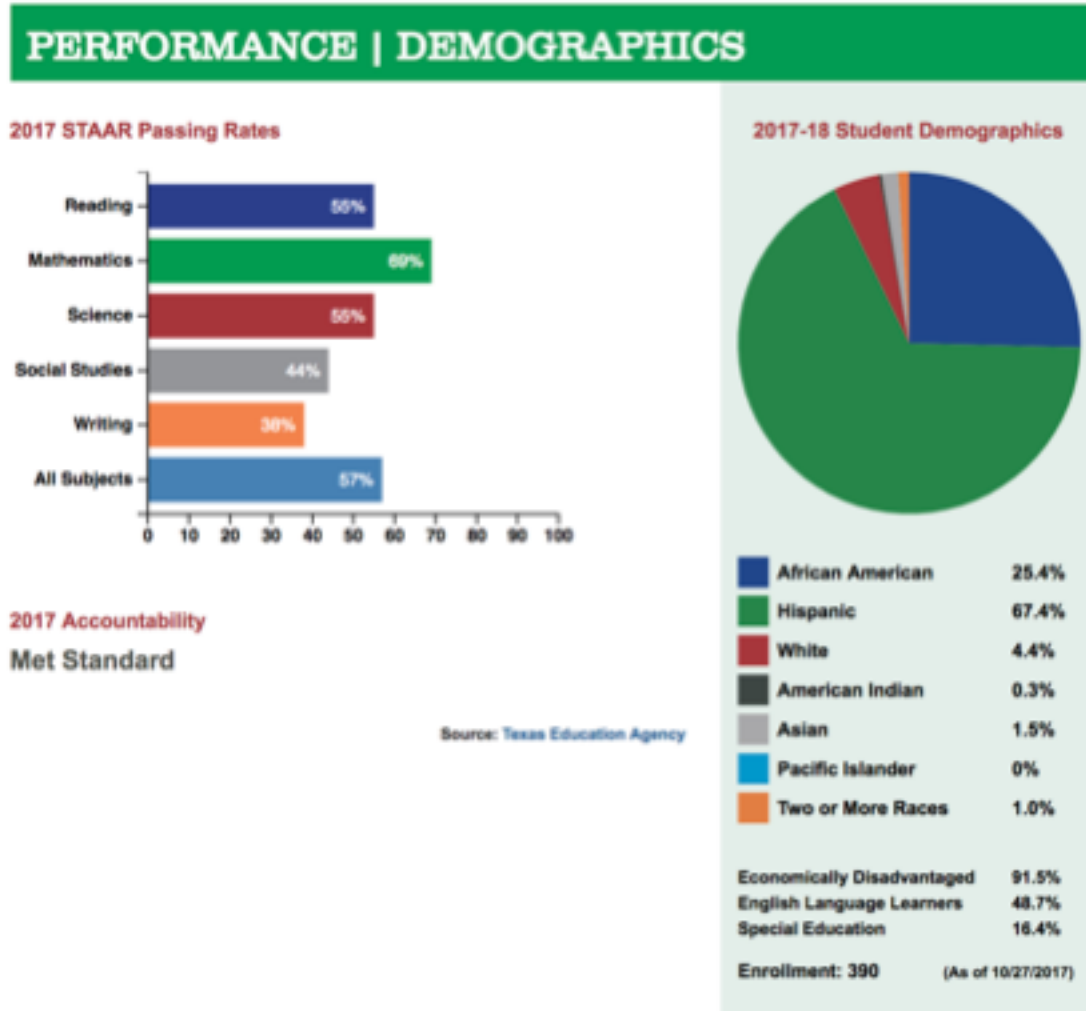
African American	1.4%
Hispanic	22.1%
White	64.7%
American Indian	0.1%
Asian	7.4%
Pacific Islander	0.1%
Two or More Races	4.2%

Economically Disadvantaged	4.7%
English Language Learners	2.5%
Special Education	10.4%

Enrollment: 1,275 (As of 10/27/2017)



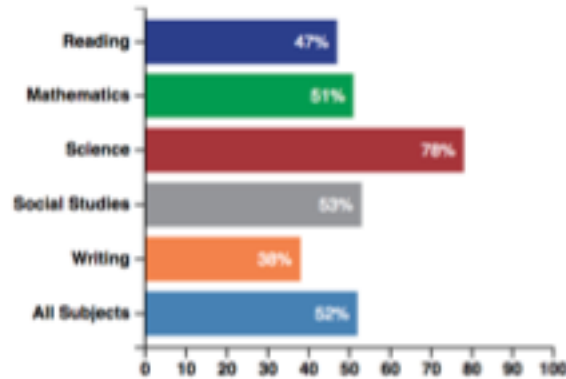
# Garcia YMLA Middle School Demographics:



# Martin Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Improvement Required (Appeal Pending)

Source: Texas Education Agency

### 2017-18 Student Demographics



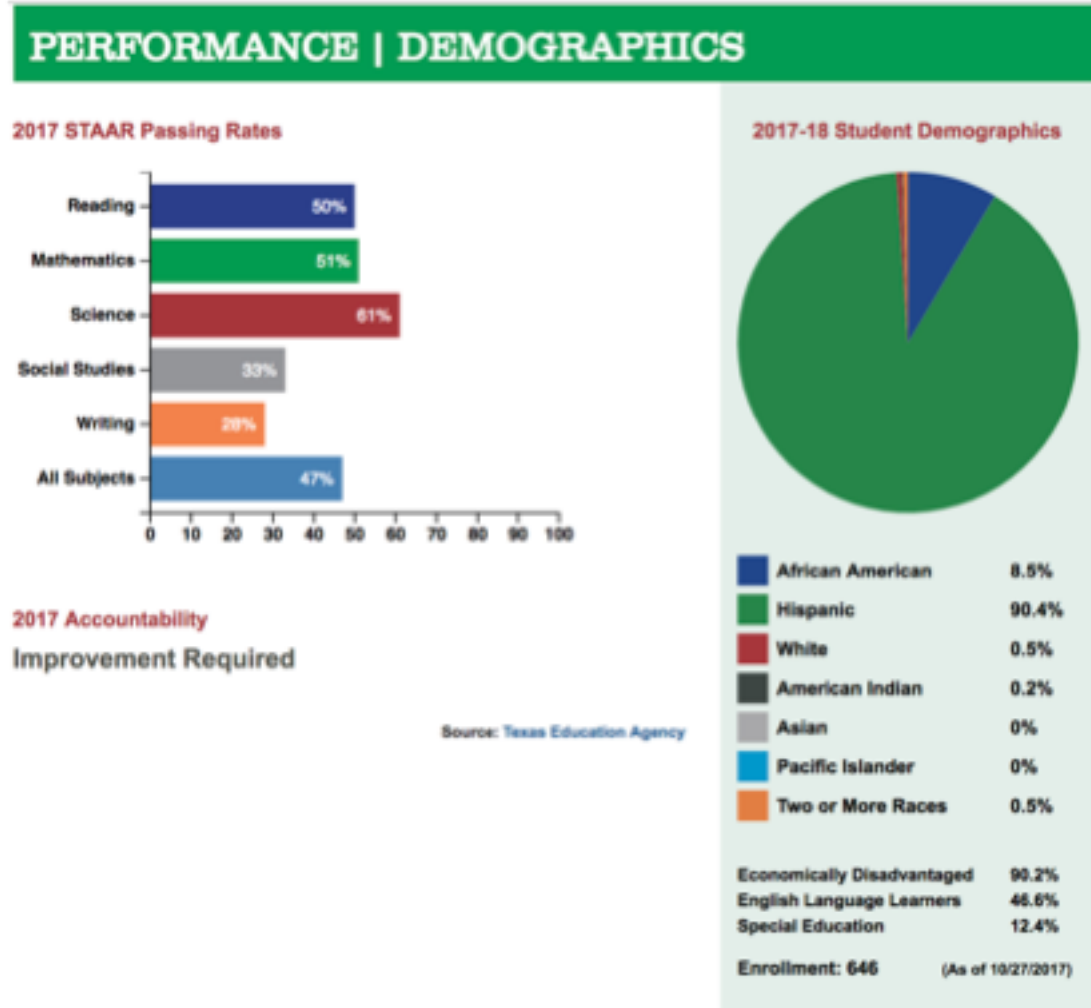
African American	14.7%
Hispanic	80.9%
White	1.6%
American Indian	0.2%
Asian	1.6%
Pacific Islander	0%
Two or More Races	1.1%

Economically Disadvantaged	93.1%
English Language Learners	36.0%
Special Education	22.0%

Enrollment: 450 (As of 10/27/2017)



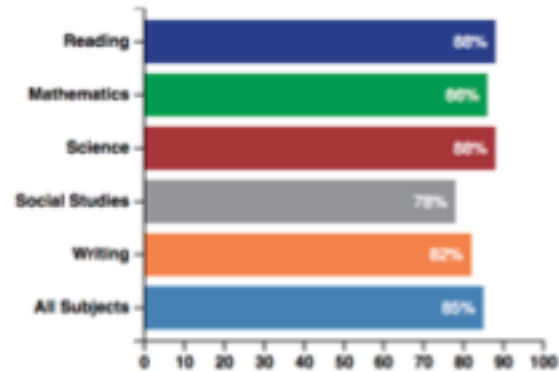
# Mendez Middle School Demographics:



# Murchison Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



2017 Accountability  
Met Standard

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	4.5%
Hispanic	29.7%
White	50.7%
American Indian	0.1%
Asian	8.5%
Pacific Islander	0.1%
Two or More Races	6.3%

Economically Disadvantaged	21.4%
English Language Learners	8.0%
Special Education	8.5%

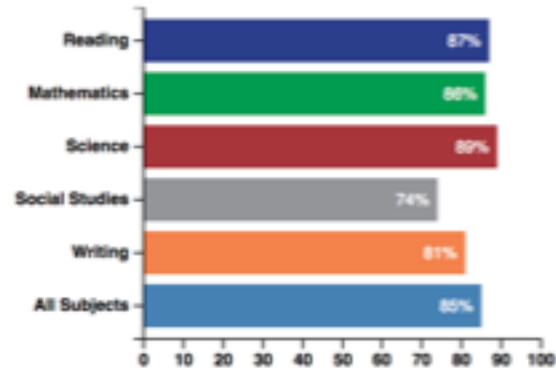
Enrollment: 1,392 (As of 10/27/2017)



# O'Henry Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

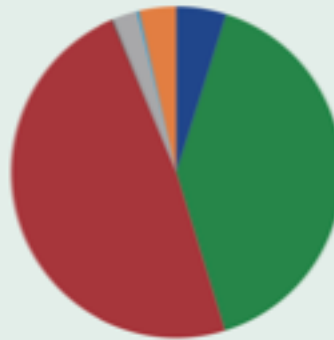
Met Standard

### 2017 Distinction Designations

Academic Achievement: Science

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	4.9%
Hispanic	40.4%
White	48.4%
American Indian	0.1%
Asian	2.4%
Pacific Islander	0.2%
Two or More Races	3.6%

Economically Disadvantaged	28.8%
English Language Learners	8.5%
Special Education	9.9%

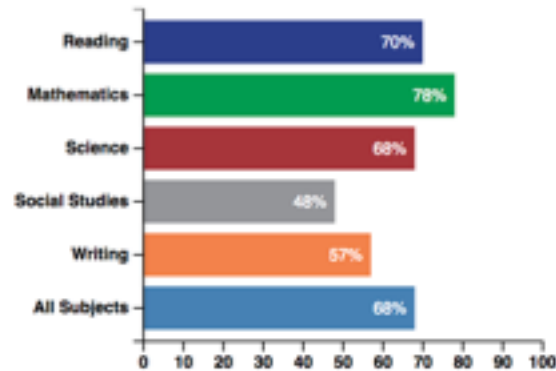
Enrollment: 862 (As of 10/27/2017)



# Paredes Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Student Progress

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	6.2%
Hispanic	80.3%
White	9.8%
American Indian	0.4%
Asian	1.5%
Pacific Islander	0%
Two or More Races	1.9%

Economically Disadvantaged	73.2%
English Language Learners	26.6%
Special Education	12.9%

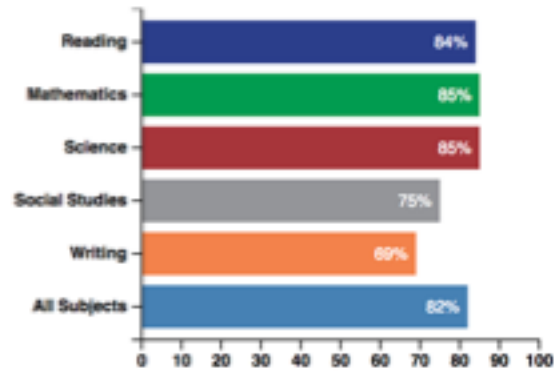
Enrollment: 892 (As of 10/27/2017)



# Small Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates

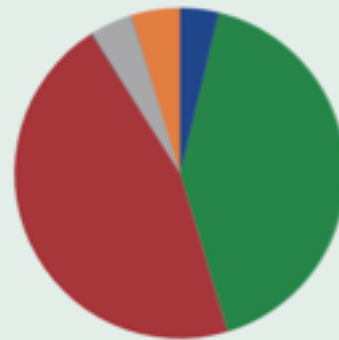


### 2017 Accountability

Met Standard

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	3.8%
Hispanic	41.5%
White	45.7%
American Indian	0.1%
Asian	4.1%
Pacific Islander	0.1%
Two or More Races	4.8%

Economically Disadvantaged	25.7%
English Language Learners	10.1%
Special Education	10.8%

Enrollment: 1,231 (As of 10/27/2017)

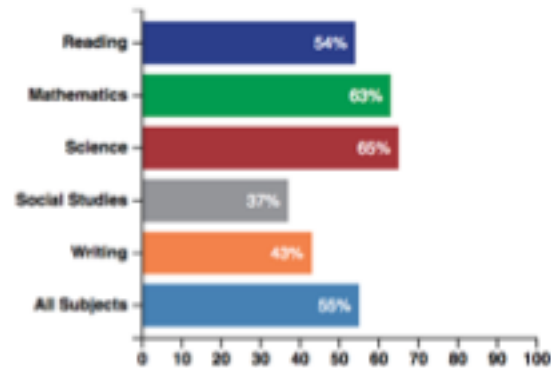




# Webb Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



2017 Accountability  
Met Standard

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	8.5%
Hispanic	87.9%
White	2.0%
American Indian	0.2%
Asian	0.5%
Pacific Islander	0%
Two or More Races	1.1%

Economically Disadvantaged	93.8%
English Language Learners	56.3%
Special Education	17.5%

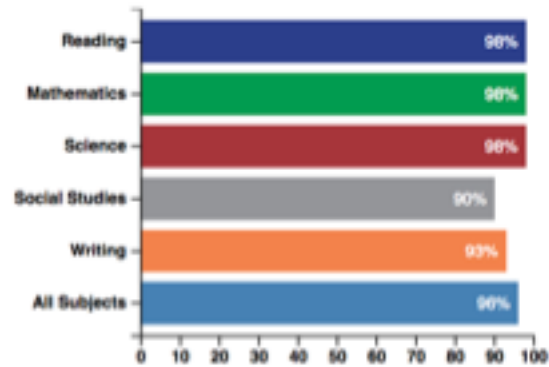
Enrollment: 662 (As of 10/27/2017)



# Ann Richard Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

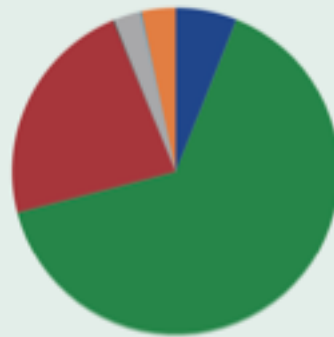
Met Standard

### 2017 Distinction Designations

Postsecondary Readiness  
Closing Performance Gaps  
Academic Achievement: Reading/ELA  
Academic Achievement: Math  
Academic Achievement: Science  
Academic Achievement: Social Studies

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	6.0%
Hispanic	64.9%
White	22.7%
American Indian	0.1%
Asian	2.7%
Pacific Islander	0.1%
Two or More Races	3.4%

Economically Disadvantaged	53.8%
English Language Learners	4.4%
Special Education	0.7%

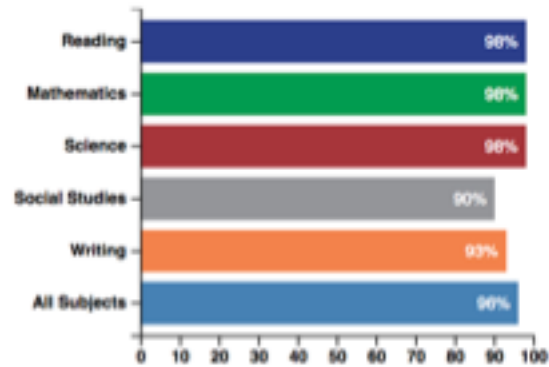
Enrollment: 827 (As of 10/27/2017)



# Ann Richard Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Postsecondary Readiness  
Closing Performance Gaps  
Academic Achievement: Reading/ELA  
Academic Achievement: Math  
Academic Achievement: Science  
Academic Achievement: Social Studies

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	6.0%
Hispanic	64.9%
White	22.7%
American Indian	0.1%
Asian	2.7%
Pacific Islander	0.1%
Two or More Races	3.4%

Economically Disadvantaged	53.8%
English Language Learners	4.4%
Special Education	0.7%

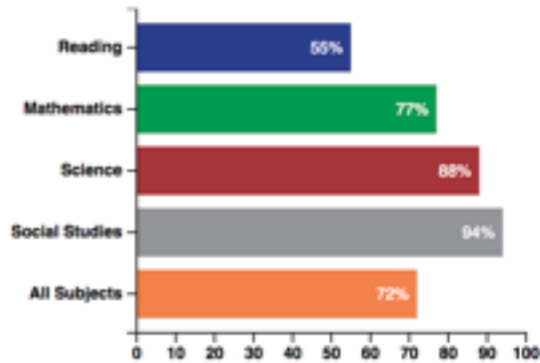
Enrollment: 827 (As of 10/27/2017)



# Akins High School Demographics:

## PERFORMANCE | DEMOGRAPHICS

2017 STAAR Passing Rates



2017 Accountability  
Met Standard

Source: Texas Education Agency

2017-18 Student Demographics



African American	6.9%
Hispanic	77.3%
White	11.0%
American Indian	0.1%
Asian	2.6%
Pacific Islander	0.2%
Two or More Races	2.0%

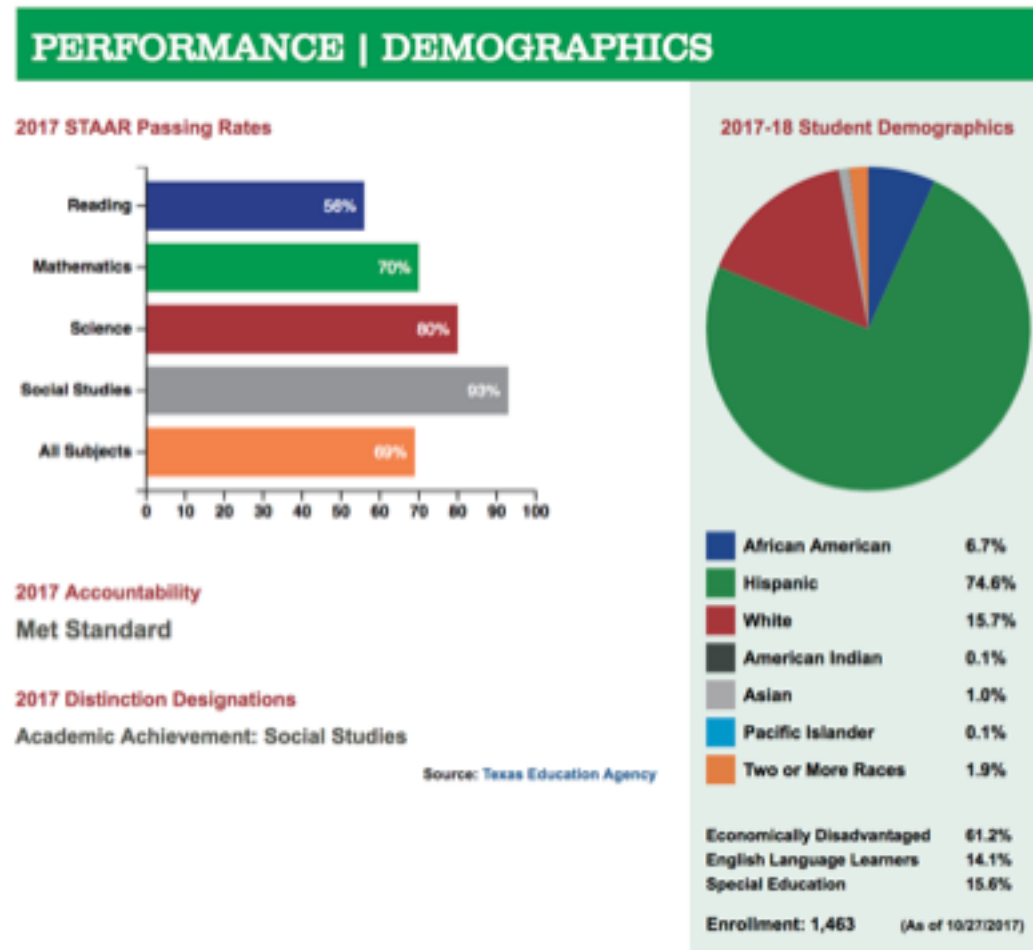
Economically Disadvantaged	61.2%
English Language Learners	14.4%
Special Education	12.0%

Enrollment: 2,763 (As of 10/27/2017)



# Crockett Early College High School

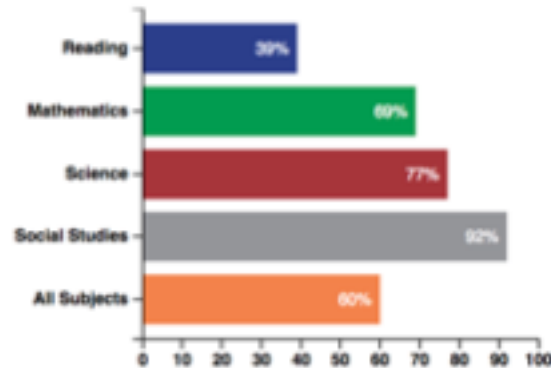
## Demographics:



# Eastside Memorial High School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Academic Achievement: Math

Source: Texas Education Agency

### 2017-18 Student Demographics



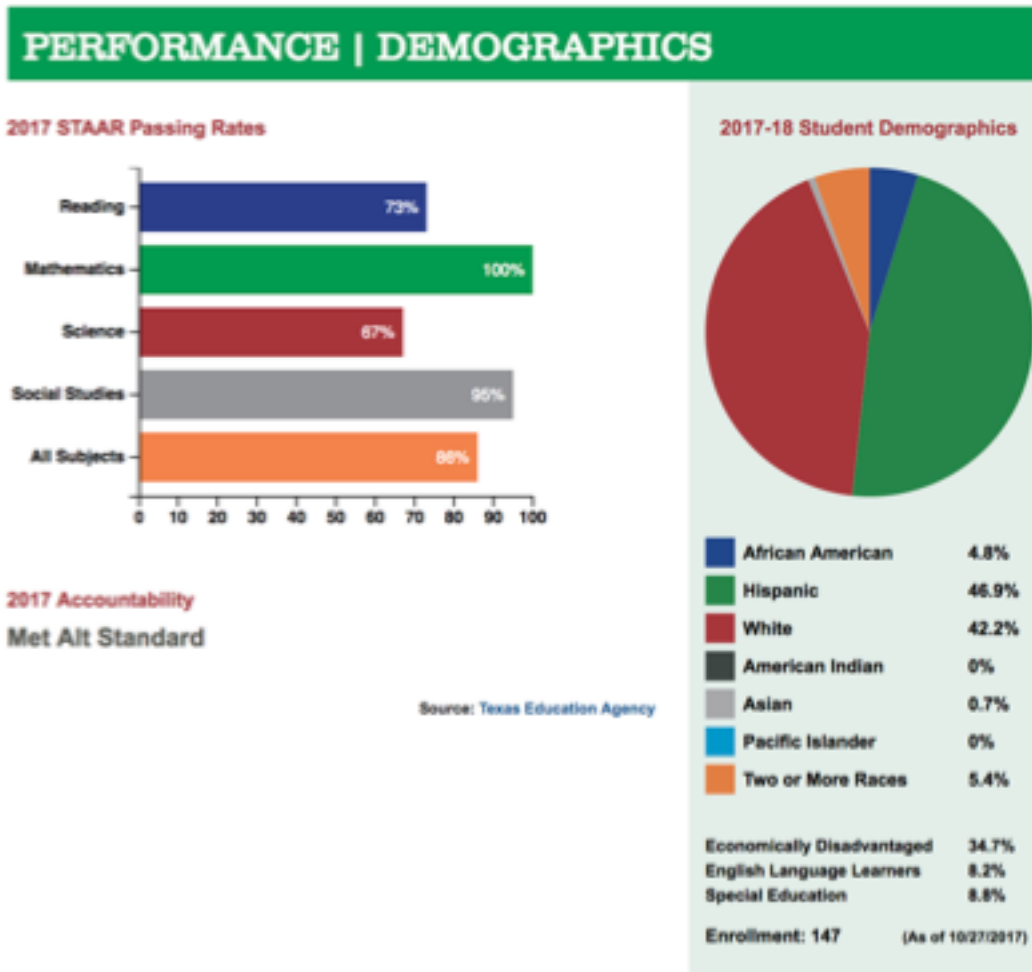
African American	15.2%
Hispanic	81.3%
White	2.1%
American Indian	0%
Asian	1.0%
Pacific Islander	0%
Two or More Races	0.4%

Economically Disadvantaged	88.9%
English Language Learners	34.4%
Special Education	18.5%

Enrollment: 486 (As of 10/27/2017)



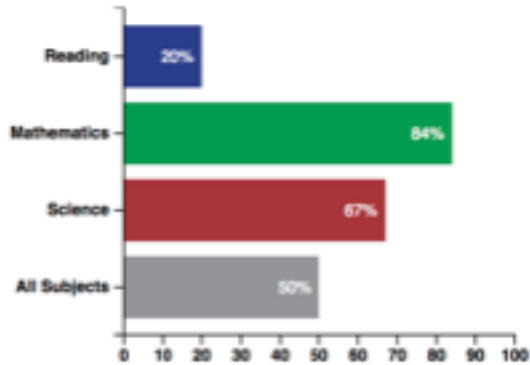
# Garza Independence High School Demographics:



# International High School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Alt Standard

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	6.8%
Hispanic	78.5%
White	12.6%
American Indian	0%
Asian	2.1%
Pacific Islander	0%
Two or More Races	0%

Economically Disadvantaged	96.9%
English Language Learners	95.8%
Special Education	0%

Enrollment: 191 (As of 10/27/2017)

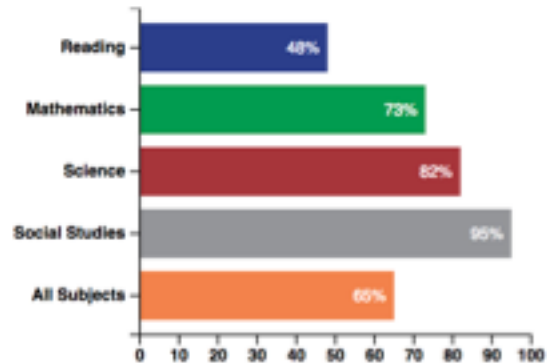




# Lanier Early College High School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Postsecondary Readiness  
Academic Achievement: Math

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	8.3%
Hispanic	86.4%
White	2.5%
American Indian	0.1%
Asian	2.0%
Pacific Islander	0%
Two or More Races	0.8%

Economically Disadvantaged	83.4%
English Language Learners	41.9%
Special Education	13.3%

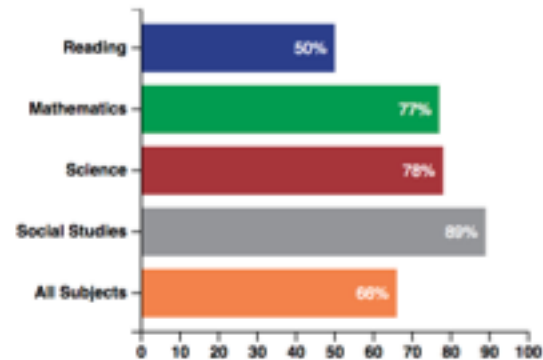
Enrollment: 1,584 (As of 10/27/2017)



# Reagan Early College High School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Postsecondary Readiness  
Student Progress  
Academic Achievement: Math  
Academic Achievement: Social Studies

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	15.2%
Hispanic	78.7%
White	2.8%
American Indian	0.2%
Asian	2.5%
Pacific Islander	0%
Two or More Races	0.6%

Economically Disadvantaged	84.8%
English Language Learners	34.5%
Special Education	12.5%

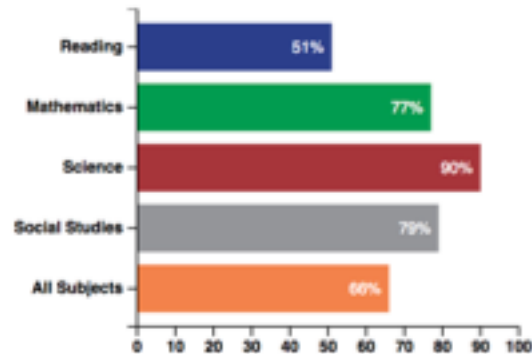
Enrollment: 1,248 (As of 10/27/2017)



# Travis Early College High School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Closing Performance Gaps  
Academic Achievement: Science

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	9.5%
Hispanic	83.2%
White	4.9%
American Indian	0%
Asian	1.3%
Pacific Islander	0%
Two or More Races	0.6%

Economically Disadvantaged	77.3%
English Language Learners	27.8%
Special Education	14.2%

Enrollment: 1,227 (As of 10/27/2017)



# Rowing In School Experience (RISE) Program

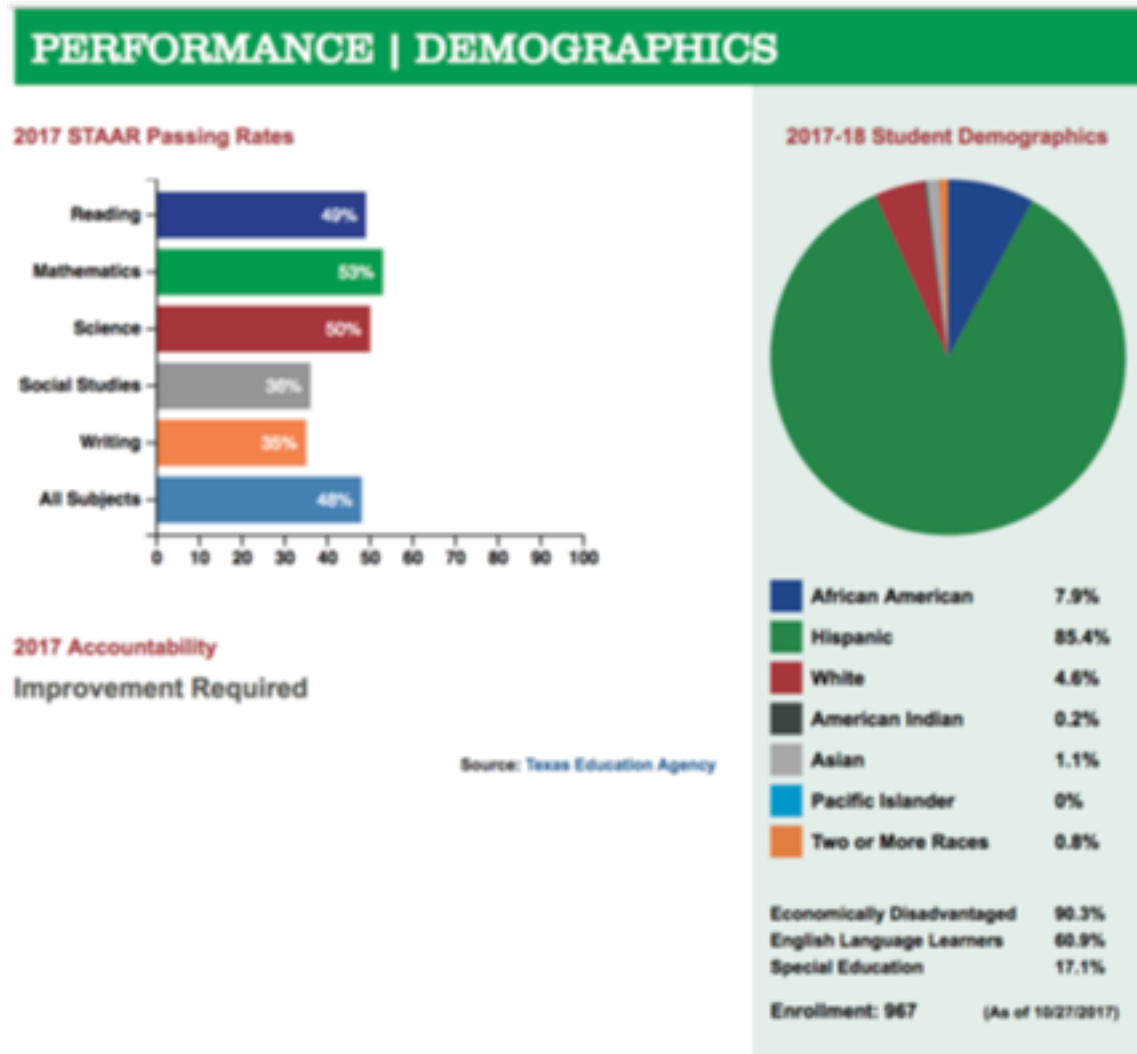


# RISE Program:

- RISE brings a tested and validated curriculum into area middle schools that teach students the basics of indoor rowing over a 12-week period. Students who complete the program are invited on a field trip to Austin Rowing Club to try out their newly acquired skills on the water and participate in nature-based STEM activities.
- In 2016 Austin Rowing Club debuted RISE at Burnet Middle School. Burnet Middle School has a student population of approximately 1,020 students, 60-70% are overweight to obese and 89.9% are considered economically disadvantaged. RISE allows students of all backgrounds and capabilities to try a new fitness program and receive feedback on their progress.
- Our pilot program saw sixth grade students learn the basics of indoor rowing, set and achieve personal goals, identify muscle groups, practice good stretching habits and develop greater self-awareness.
- RISE is now expanded in year two to Murchison Middle School.



# Burnett Middle School Demographics:

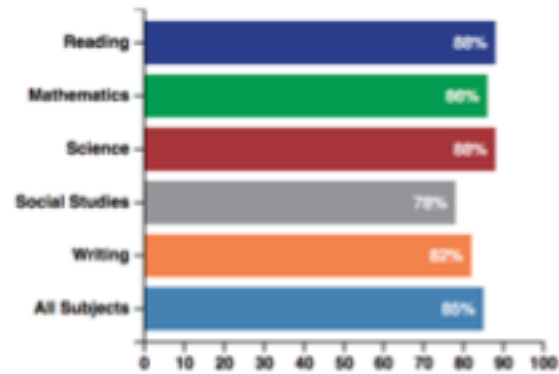




# Murchison Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



2017 Accountability  
Met Standard

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	4.5%
Hispanic	29.7%
White	50.7%
American Indian	0.1%
Asian	8.5%
Pacific Islander	0.1%
Two or More Races	6.3%

Economically Disadvantaged	21.4%
English Language Learners	8.0%
Special Education	8.5%

Enrollment: 1,392 (As of 10/27/2017)



# Sunshine Camps





# Sunshine Camps:

- Only 30% of school-aged children in Travis County have access to out of school programs. There is a lack of accessible programming geared toward middle school children, especially within the health and wellness domain.
- Austin Sunshine Camps picks up students from Fulmore and Martin Middle School during the week to participate in a variety of activities geared toward STEM and outdoor educational development.
- Both Fulmore and Martin Middle School have a student population with rates of overweight/obesity above 50%, indicating a clear need for programming that can educate students about healthy choices and activities.



# Sunshine Camps:

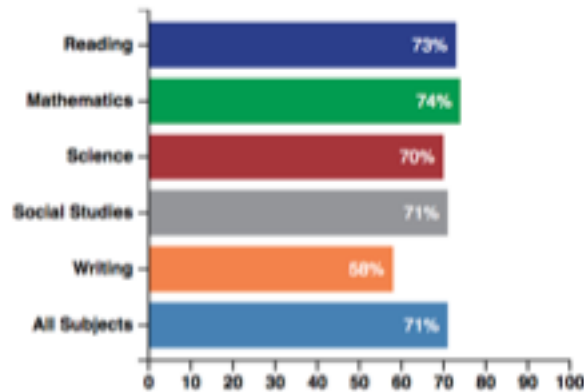
- Sunshine Camps have brought students to ARC to row in a coached program on the water for the last three school years. In year one, Sunshine Camps after care program was only available to sixth graders from Fulmore Middle School, which has an enrollment of 68% economically disadvantaged students and 24% English language learners.
- In year two it expanded to sixth and seventh graders and Martin Middle School was added. Martin Middle School has a student population with 91.2% economically disadvantaged students, 81.1% Hispanic students, 16.1% African American students and 28% English language learners. The majority of participants from year one returned for a second season and were joined by new students, gaining discipline, fitness, confidence in their rowing abilities and learning to work together as a team.



# Fulmore Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Met Standard

### 2017 Distinction Designations

Postsecondary Readiness  
Academic Achievement: Reading/ELA  
Academic Achievement: Science  
Academic Achievement: Social Studies

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	6.2%
Hispanic	66.0%
White	22.4%
American Indian	0.3%
Asian	2.6%
Pacific Islander	0.1%
Two or More Races	2.4%

Economically Disadvantaged	64.2%
English Language Learners	28.6%
Special Education	12.8%

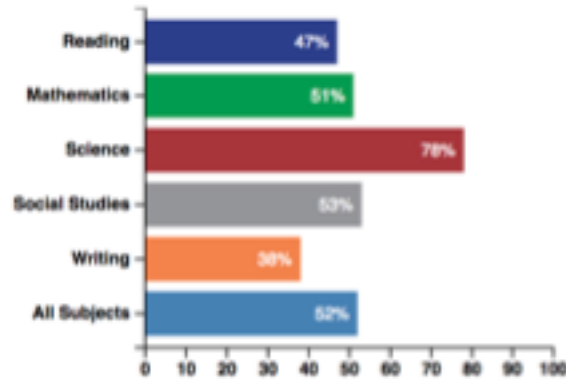
Enrollment: 997 (As of 10/27/2017)



# Martin Middle School Demographics:

## PERFORMANCE | DEMOGRAPHICS

### 2017 STAAR Passing Rates



### 2017 Accountability

Improvement Required (Appeal Pending)

Source: Texas Education Agency

### 2017-18 Student Demographics



African American	14.7%
Hispanic	80.9%
White	1.6%
American Indian	0.2%
Asian	1.6%
Pacific Islander	0%
Two or More Races	1.1%

Economically Disadvantaged	93.1%
English Language Learners	36.0%
Special Education	22.0%

Enrollment: 450 (As of 10/27/2017)



# **Parks and Recreation Department Partnerships**



# PARD Partnerships:

- Through the Parks and Recreation Department, Austin Rowing Club works to provide kayaking, rowing and other on and off-water activities.
- The demographics of those served in these centers would probably be best know by PARD staff.
- A list is included on the following page



# PARD Partnerships:

ACTIVITY CENTER	ADDRESS	ZIP	DISTRICT
Camacho AC	35 Robert T. Martinez Jr. St.	78702	3
Northwest RC	2913 Northland Drive	78757	7
Dove Springs RC	5801 Ainez Drive	78744	2
Hancock RC	811 E. 41 <sup>st</sup> . St.	78751	9
Metz RC	2407 Canterbury Street	78702	3
Pickfair CC	10904 Pickfair Drive	78750	6
South Austin RC	1100 Cumberland Road	78704	3
Lamar SAC	2874 Shoal Crest Ave.	78705	9
McBeth RC	2401-A Columbus Drive	78746	8
Gus Garcia RC	1201 E. Rundberg Lane	78753	4
Dittmar RC	1009 W. Dittmar Rd	78745	2
Duffie RC	1182 North Pleasant Valley Rd.	78702	1
Virginia L. Brown RC	7500 Blessing Ave.	78752	4
Montopolis RC	1200 Montopolis Drive	78741	3
Givens RC	3811 East 12 <sup>th</sup> Street	78721	1
Pan American RC	2100 East 3 <sup>rd</sup> St.	78702	3
Roving Leaders	2209 Rosewood Ave.	78702	1
Turner Roberts RC	7201 Colony Loop Dr.	78724	1
South Austin SAC	3911 Manchaca Rd.	78704	5
Parque Zaragoza RC	2608 Gonzales St.	78702	3





## Recommendation for Action

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**File #:** 18-2582, **Agenda Item #:** 116.

6/28/2018

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### **Agenda Item**

**Agenda Item #116:** Approve a resolution authorizing the submittal of a transportation project as a candidate for the US Department of Transportation (US DOT) Better Utilizing Investments to Leverage Development Transportation Discretionary Grant administered by the US DOT and directing the City Manager to identify options for the required local matching funds.

QUESTION: In what years would CO's be used for the Colony Loop Project?

COUNCIL MEMBER ALTER'S OFFICE

ANSWER:

Certificate of Obligations (COs) for the Colony Loop Drive BUILD Grant would be used in year 2020. This is the year that the grant funds become available for obligation.





## Recommendation for Action

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**File #: 18-2572, Agenda Item #: 118.**

**6/28/2018**

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### **Agenda Item**

**Agenda Item #118:** Approve a resolution directing the City Manager to include a partial exemption from ad valorem taxes for certain historically-designated properties in budget calculations for the coming year; to provide this resolution to the Austin Independent School District; and to prepare an ordinance approving these partial exemptions to be considered by Council concurrently with the annual tax levy.

**QUESTION:** Do we also send similar notices to Travis County? When did the City set it's abatement at 50% and what was the rate of abatement before then?

COUNCIL MEMBER HOUSTON'S OFFICE

### **ANSWER:**

The applications are filed with the Travis Central Appraisal District, which constitutes notice to Travis County. The exemption is for 100% of the value of the structure and 50% of the value of the land for owner-occupied residences, and 50% of the value of the structure and 25% of the value of the land for income-producing properties for the city and county. AISD offers an exemption of half of those percentages. The exemptions have remained the same since the time of their enactment in the late 1970s, but the city, county, and AISD have more recently established caps for the maximum amount of any exemption - \$2,500 for the city and county, and \$3,500 for AISD, so that any new historic designations cannot receive more than an \$8,500 total tax exemption. Older designations may still be eligible for a non-capped exemption.



## Recommendation for Action

**File #: 18-2570, Agenda Item #: 121.**

6/28/2018

### Agenda Item

**Agenda Item #121:** Approve a resolution directing the City Manager to explore the expansion of the Waller Creek Local Government Corporation to ensure a broader range of community stakeholders.

**QUESTION:** Please identify, by name and entity, the members of the Waller Creek Local Government Corporation. Are there other ways that the community could participate in the design and funding of Waller Creek? How can we provide an avenue for citywide diversity to shepherd the Waller Creek redesign?

COUNCIL MEMBER HOUSTON'S OFFICE

### ANSWER:

Waller Creek LGC Members

Member	Seat	Representation
Joe Pantaloni	President	City of Austin
Tom Meredith	Vice President	Waller Creek Conservancy
Melba Whatley	Secretary	Waller Creek Conservancy
Carla Steffen	Treasurer	City of Austin
Sara Hensley	Director	City of Austin
Rodney Gonzales	Director	City of Austin
Lucia Athens	Director	City of Austin
Martha Smiley	Director	Waller Creek Conservancy
Dr. Allan Shearer	Director	Waller Creek Conservancy
Melanie Barnes	Director	Waller Creek Conservancy

Q2. Are there other ways that the community could participate in the design and funding of Waller Creek?

Yes, there are a variety of ways for the community to participate in the design and funding of Waller Creek. The City, in partnership with the Waller Creek Conservancy, hosts a public meeting series called Waller Creek Conversations. This is a great way for the City and Waller Creek Conservancy to engage the public on design/project issues via information stations and other ways to gather feedback (comment cards, printed surveys, activities, etc) -- this feedback ultimately informs project design. All public meetings are supplemented by an online survey for those who cannot attend in person.

This year, the City and Conservancy have hosted (4) public meetings so far related to two "themes": food in parks and history of Waller Creek. Another series is planned in the fall related to the Programming Strategic Plan.

In addition to public meetings, the Waller Creek Conservancy hosts and participates in community events such as Creek Show, Waller Creek Pop-Up Picnic and neighborhood meetings to talk about the vision for Waller Creek and offer opportunities for the public to get involved.

The community is always welcome to contribute to Waller Creek through a philanthropic donation to the Waller Creek

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Conservancy. The donations will help realize the full vision for Waller Creek.

Q3. How can we provide an avenue for citywide diversity to shepherd the Waller Creek redesign?

In addition to the robust public meeting series, the Waller Creek Conservancy has and will continue to present to the City's Boards and Commissions such as the Parks and Environmental Board and reach out to neighborhood associations such as the Southeast Combined Neighborhood Association and East Riverside/Oltorf Combined Neighborhood Association to gather feedback that also informs the project design. (Please refer to attachments for the detailed overview of engagement efforts in 2017 and 2018.) To ensure outreach efforts continue to support citywide diversity at a high level throughout the design process, the Local Government Corporation can request updates on public engagement and outreach efforts and as needed, advice on how to refine the public outreach strategy.

**Additional Information:**

Waller Creek Conservations | Public Meeting Series (meetings to date):

- **2015** (4) public meetings in August & online survey
  - Project overview - not focused on one particular phase or park
    - Aug. 5 - The Thinkery
    - Aug. 6 - Ann Richards School
    - Aug. 19 - Waller Ballroom
    - Aug. 19 - ACC Eastview Campus
- **2016** (2) rounds of (2) public meetings in May and September & online survey
  - Focused on Palm Park
    - May 19 - Waller Ballroom
    - May 21 - Parque Zaragoza Rec Center
    - Sept. 15 - Waller Ballroom
    - Sept. 17 - AISD Performing Arts Center
- **2017** (1) town hall in Feb & (2) public meetings in May & online survey
  - Project overview - not focused on one particular phase or park
    - Feb. 25 - Austin Convention Center
    - May 13 - Metz Rec Center
    - May 17 - Palm Door on Sabine
- **2018** (2) rounds of (2) public meetings in February and June & online survey
  - Focused on food in parks and history
  - Additional meetings planned for later this year
    - Feb. 22 - Mexican-American Cultural Center
    - Feb. 24 - Metz Rec Center
    - June 2 - Metz Rec Center
    - June 6 - Austin Central Library.

DATE	TIME	GROUP/EVENT NAME	ENGAGEMENT TYPE
1/28 + 1/29	3:30-6:30pm	Dance Waterloo	Community Event
2/9/2017	6:30p	GenWaller Happy Hour	GenWaller Event
2/16/2017	5:30p	EPIC + GW Happy Hour	GenWaller Event
2/27/2017	7:00 PM	Rosedale NA + GenWaller	Neighborhood Association
3/7/2017	12p	GenWaller Waterloo Tour	Waterloo Park Tour
3/23/2017	6:30p	Rainey Street NA	Neighborhood Association
3/28/2017	5:30p	Tree Folks Tree ID	Community Event
4/1/2017	10am - 12p	WCC + APF Cleanup	Creek Cleanup
4/20	8:30 PM	APF Movies in the Park	Community Event
4/22	9:30am-12pm	Akins HS Cleanup	Creek Cleanup
4/23	5:00 PM	Bryker Woods NA + GenWaller	Neighborhood Association
4/27	5-7pm	GenWaller Happy Hour	GenWaller Event
4/29	10a-12p	WashU St. Louis Alumni Association	Creek Cleanup
5/5	10:00 AM	GenWaller - Free Yoga Class	GenWaller Event
5/1	7:30 PM	Hyde Park Neighborhood Association	Neighborhood Association
5/8	7:30 PM	SE Combined Neighborhood Team	Neighborhood Association
5/9	10:30 AM	Central Texas CAPCOG	Presentation
5/10	2:30 PM	Lakeside Resident Council	Neighborhood Association
5/13	10:00 AM	WC Conversations Public Meeting	Community Event
5/16	11:00 AM	Austin ASCE Section	Professional Organization
5/16	6:30 PM	East Riverside/Oltorf Neighborhood Mtg	Neighborhood Association
5/17	6:00 PM	WC Conversations Public Meeting	Community Event
6/3/17	10a-12pm	Ai Weiwei Public Opening Event	Community Event
6/8/17	12p-3:30pm	Camp Legacy Summer Camp	Educational Event + Summer Camp
6/10/17	9am-11:30am	KAB + Sierra Club Kayak Cleanup	Creek Cleanup

DATE	TIME	GROUP/EVENT NAME	ENGAGEMENT TYPE
6/11/17	12:30pm-4pm	GenWaller Games Volleyball Tournament	GenWaller Event
6/23/17	12-1:30p	Creek Show Artists Waterloo Tour	Waterloo Park Tour
7/6/17	5:30-8:30p	Generation Waller HH & Kayak Tour	GenWaller Event
8/1/17	6:30p	Swede Hill Neighborhood Association	Neighborhood Association
8/10/17	7-9pm	GenWaller + Geeks Who Drink + Quiz for a Cause	GenWaller Event
8/16/17	6:30-8:30p	East Cezar Chavez Contact Team	Neighborhood Association
8/19/17	10am-2pm	El Mundo Back to School Fest	Community Event
8/23/17	7:00 PM	GW August Kayak Tour	GenWaller Event
8/24/17	7-10 pm	Thinkery 21: Come and Make It	Community Event
9/16/17	6-9p	MACC 10 Year Anniversary	Community Event
9/17/17	11am-3pm	Austin Museum Day	Community Event
9/20/17	9-11a	Groundbreaking	Community Event
9/27/17	6-7:30p	GW Happy Hour: Waterloo Model	GenWaller Event
9/30/17	10a-12p	National Public Lands Clean-up	Creek Cleanup
10/21/17	9:30-2:30p	CoA Arbor Day Celebration	Community Event
10/22/17	5-8p	Inherit Austin Red River Ramble	Community Event
10/24/17	6-7p	AYC: Leadership Service Committee	Presentation
10/25/17	4:30-7:30p	HOPE Gallery at Waterloo Park	Community Event
10/27/17	5-7p	APF Movies in the Park: Palm Park	Community Event
11/4/17	10a-12p	It's My Park Day Clean Up	Creek Cleanup
11/7/17	6:30p	NSCNA NA	Neighborhood Association
11/10-18	6-10p	Creek Show	Community Event
11/16	6p	Monster Bash	GenWaller event
11/18	3p	Art Ride w/ Bike Austin	Community Event
12/5/17	6p	Gen Waller Holiday Party	GenWaller event
11/25 & 11/26		Spectrum Theater Holiday Caroling	Community Event
11/29/17	2-5p	BMD Naming: Tone of Voice Workshop	Branding Outreach

DATE	TIME	GROUP/EVENT NAME	ENGAGEMENT TYPE	RELATED TO PROJECT
1/17/2018	3p	Human Dimensions of Organizations Capstone	Presentation & Course Project	
1/19/2018	4-6p	UT Environmental Field Seminar (Freshman Course)	Presentation	
1/29/2018	6p	UT Urban Studies Society	Presentation	
2/12/2018	6:30-8:30p	Save Barton Creek Association Creek Crew HH	Presentation	
2/18/2018	11a-3p	HOPE Farmers Market	Outreach Event	Food in parks
2/22/2018	6-8p	Waller Creek Conversations - public meeting	Outreach Event	Food in parks
2/24/2018	10a-12p	Waller Creek Conversations - public meeting	Outreach Event	Food in parks
3/1/2018	10a-12p	It's My Park Day	Clean Up	
3/4/2018	10a-2p	Mueller Farmers Market	Outreach Event	Food in parks
3/8/2018	6:30p	Forever Bicycles Tour with Texas Capital News	Outreach Event	
3/12-3/13	7:30a	DAA - Experience Downtown Like a Local Tour	Outreach Event	
4/14/2018	6:30-10p	Waller Creek Pop-Up Picnic	Community Event	
4/25-4/26		Programming Interviews w/Stakeholders (10)	Outreach Event	Programming Strategic Plan
4/28/2018	9a	Bioblitz with The Nature Conservancy	Outreach Event	
5/7/2018	9:30a	Waller Creek Symposium at UT	Outreach Event	
5/12/2018	10a	Field Day at Palm Park	Community Event	St. David's Foundation grant for Palm Park
5/26/2018	10a	Community Yoga Class	Community Event	St. David's Foundation grant for Palm Park
6/2/2018	10a	Waller Creek Conversations - public meeting	Outreach Event	History Project
6/6/2018	6p	Waller Creek Conversations - public meeting	Outreach Event	History Project
6/9/2018	10a	Community Yoga Class	Community Event	St. David's Foundation grant for Palm Park
6/12/2018	10a	Metz Elementary Field Trip	Outreach Event	
6/16/2018	10a	Community Yoga Class	Community Event	St. David's Foundation grant for Palm Park
6/20/2018	6p	Community Circle (PSP)	Outreach Event	Programming Strategic Plan
6/20-6/21		Programming Interviews w/Stakeholders (5)	Outreach Event	Programming Strategic Plan
6/23/2018	10a	Community Yoga Class	Community Event	St. David's Foundation grant for Palm Park
6/27/2018	3p	Thinkery Summer Camp	Outreach Event	
6/30/2018	10a	Community Yoga Class	Community Event	St. David's Foundation grant for Palm Park
9/23/2018	11a	Concert by the Creek - Museum Day	Community Event	
11/9-11/17	6p-10p	Creek Show	Community Event/Outreach Event	